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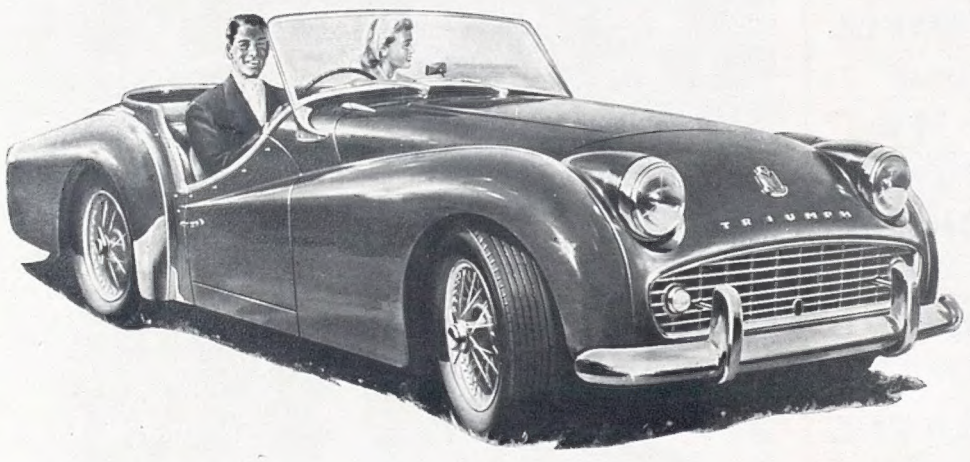

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WELCOME TO BRITAIN! And *sotto voce*, ignoring all political diffe Ireland as a whole.

Once again this hotels feature is principally addressed to overseas reade are planning a vacation in Britain and Ireland during 1958. Where to go? Wh see? Where to stay?—are the oft-repeated questions.

In an endeavour to be of help to overseas visitors, I have worked out a s tours so that Britain and Ireland can be enjoyed as an impressive whole, or secti as time and money permits. In every case I shall be pleased to supply a recommended hotels, though I should emphasise that I can vouch for ever advertised in these columns.

TOUR 1.—SCOTLAND

Arrange for a self- or chauffeur-driven car to meet you at Edinburgh st airport and stay the first night in the city, or at Gullane or North Berwick, drive out. SECOND DAY.—By the Firth of Forth Ferry to Perth, Blairgowrie, a O'Glenshee and through wonderfully wild scenery to Deeside, stopping for th at Dalmunzie House Hotel, Invercauld Arms, Braemar or Loirston Hotel, B THIRD DAY.—A magnificent drive (may the weather be fine!) via Tom Grantown-on-Spey to Nairn (stop the night at Golf Hotel or Newton Hotel). F DAY.—Rested and refreshed, drive leisurely via Inverness along that Cal Canal and Loch Ness stretch of beauteous scenery to Fort William and Balla Cross ferry, drive through the awesome Pass of Glencoe to Tyndrum, Dalma along the shore of Loch Awe to Connel Ferry (Falls of Lora Hotel for the

Portmeirion, Penrhyndeudraeth, N. Wales. The Hotel from the Citadel (see next articl

and so to Oban. FIFTH DAY.—This should be spent on a steamer trip, Tobermory. SIXTH DAY.—Return to Dalmally and take the road to Inv Arrochar and along the banks of Loch Lomond to Balloch and Drymen (B Arms for lunch), on through the Trossachs to Lochearnhead Hotel for th SEVENTH DAY.—Via Killin, along Loch Tay to Aberfeldy, via Sma' Glen and the Gleneagles Hotel, or Golden Lion Hotel, Stirling, for the night. DAY.—Return to Edinburgh, and you will have accomplished a round trip 560 miles.

TOUR 2. STARTING POINT—SOUTHAMPTON

As disembarkation times from ships are always uncertain, I advocate th night to be spent in the New Forest (say East Close, Hinton) or in Bourne the Carlton Hotel for five-star comfort, Bourne Hall if on budget, or, over Poole Harbour, the superbly situated Harbour Heights Hotel. SECOND Cross Ferry at Sandbanks for Corfe Castle, Wareham and Weymouth (visit time permits, The Swannery at Abbotsbury). Lunch at the Gloucester, Wey (ask to see George III's bath!); then along the coast road to Bridport, Lyme (The Bay Hotel) for night, but for wider choice of accommodation push Sidmouth. THIRD DAY.—So much to do and so little time in which to do it! old and new, deserves a halt and as it will be the only chance of seeing som of Dartmoor, take the B.3212 road to Moretonhampstead where you can eith off left to the luxury Manor House Hotel, Moretonhampstead, for lunch, or for thing quite old-world and quaint, visit the Easton Court Hotel (turn right

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the A.382), owned by Mrs. Posselthwaite Cobb (an Anglo-American) and Mr. rman Webb.

Later, refreshed and revived, cross Dartmoor to Two Bridges Hotel, turn east to hburton, Totnes, Torquay, for the night (Grand or Imperial Hotel for luxury, a host of others for simplicity). FOURTH DAY.—Plymouth and the ferry for rpoint (Cornwall) is the first objective and the Nailzee Point Hotel, West Looe ; oe Hotel (East Looe) ; Jubilee Inn, Pelynt ; or Old Ferry Inn, Bodinnick, should the target for lunch. Later, crossing the Bodinnick Ferry for Looe, head for St. stell, then turning left for far-famed St. Mawes where Hotel Tresanton is indeed ite superlative in its class. In and around St. Mawes are a number of excellent tels, any of which would make an admirable anchorage. FIFTH DAY.—HALT WHILE and enjoy this Roseland Peninsula of South Cornwall for a day—the car ll need a rest as much as you do. SIXTH DAY.—Take the King Harry Ferry for lmouth, turn off to Mullion, if time permits, and make Penzance (Queen's Hotel) lunch. In the afternoon take the Atlantic Drive around Land's End to St. Ives arrack Hotel), or St. Ives Bay Hotel for the night.

Old Ferry Inn, Bodinnick, S. Cornwall.

The major attraction of Cornwall is its sea-board, so I will leave the seventh d eighth days for leisurely diversions to such places as Crantock Bay, Newquay, eyarnon Bay, Padstow, Polzeath, Port Isaac, Bude, with the suggestions that the hth night should be spent at the charming Woodford Bridge Hotel, Milton Damerel; the equally photogenic Hoops Inn at Horns Cross, so that far-famed Clovelly can visited prior to the flood of motor-coach excursions from all parts of Devon and rnwall.

On the NINTH DAY make for Bideford, Barnstaple, Braunton (turn left for Saunton nds), Ilfracombe, Combe Martin, Lynmouth (Tors Hotel for lunch) ; then across moor to Exford, Dulverton, Bampton and Taunton (The Castle Hotel for the night).

The TENTH DAY must be taken up with more sightseeing and less driving, visiting stonbury, Wells Cathedral, Cheddar Gorge and Caves and so to the old Roman y of Bath, the finale of Tour 2 and the commencement of Tour 3. Good hotel ommodation in Bath itself includes The Pulteney, Pratts and its associate ablishment The Southbourne, and The Royal York.

For those who cannot get accommodation in Bath or who prefer to sleep outside own, particularly note Sandridge Park Hotel, near Melksham, a country-house el of gracious living personally owned and directed by Lady Holt-Wilson.

TOUR No. 3.

Embracing the Wye Valley, Herefordshire, Wales, Cheshire, Shropshire, Worcester-re and Stratford-on-Avon must be left over until the next article, similarly,

TOUR No. 4.

London through Kent, East Anglia, Yorkshire and the Lake District.

TOUR No. 5.

Ireland, both sides of the border.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*

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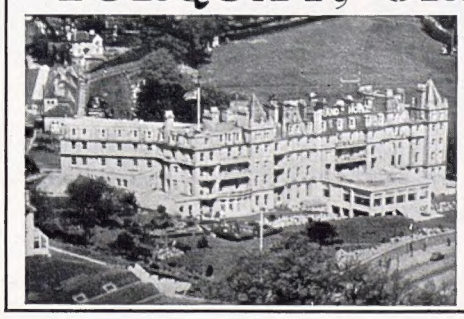

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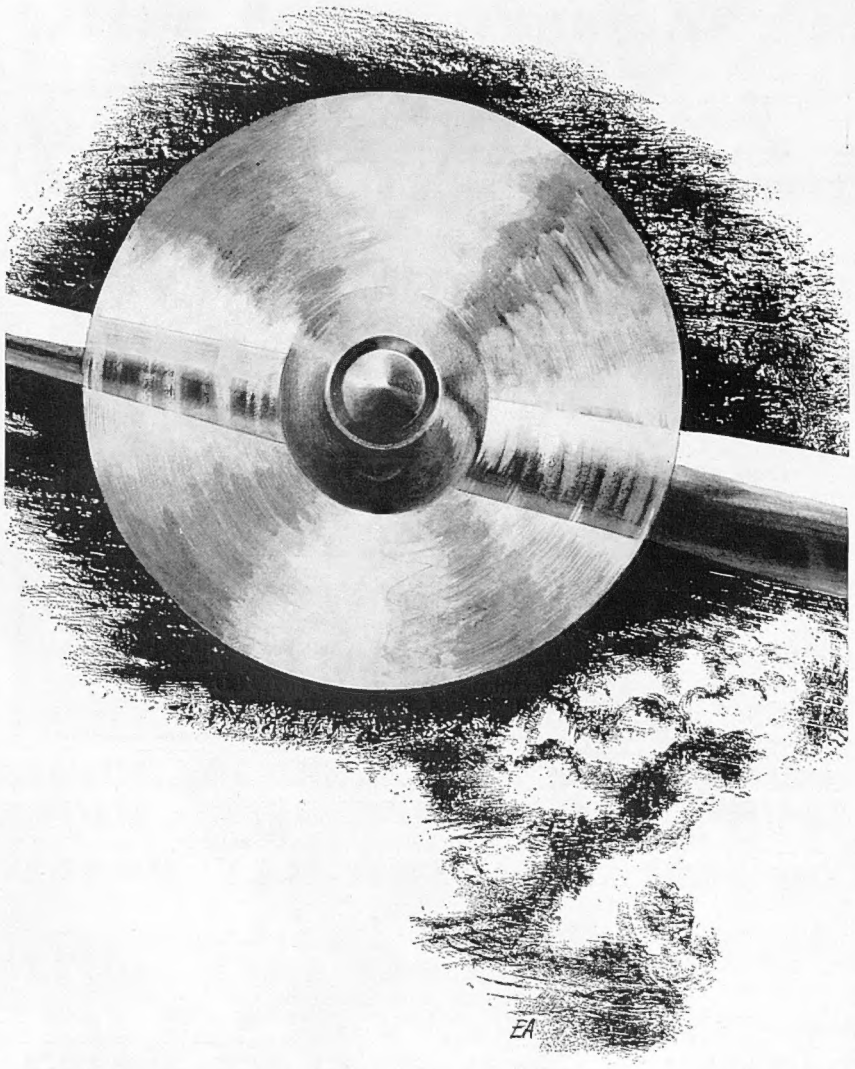

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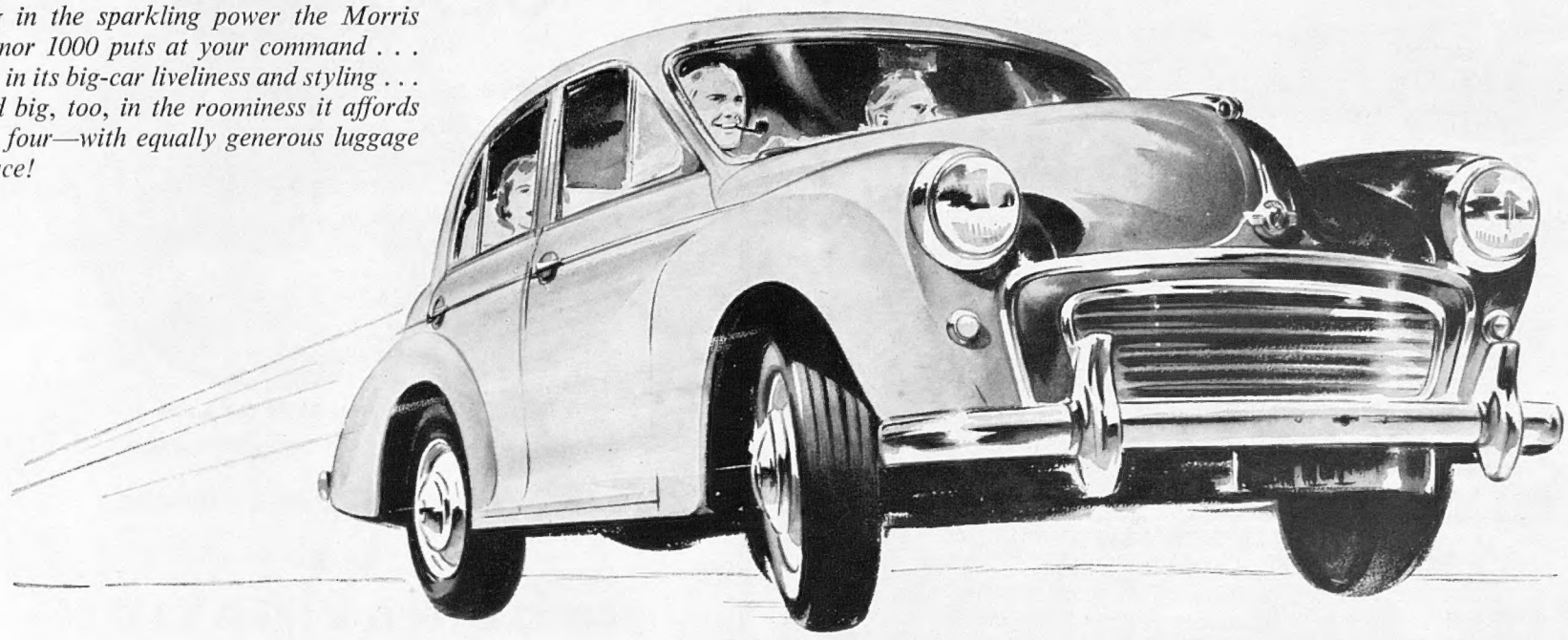

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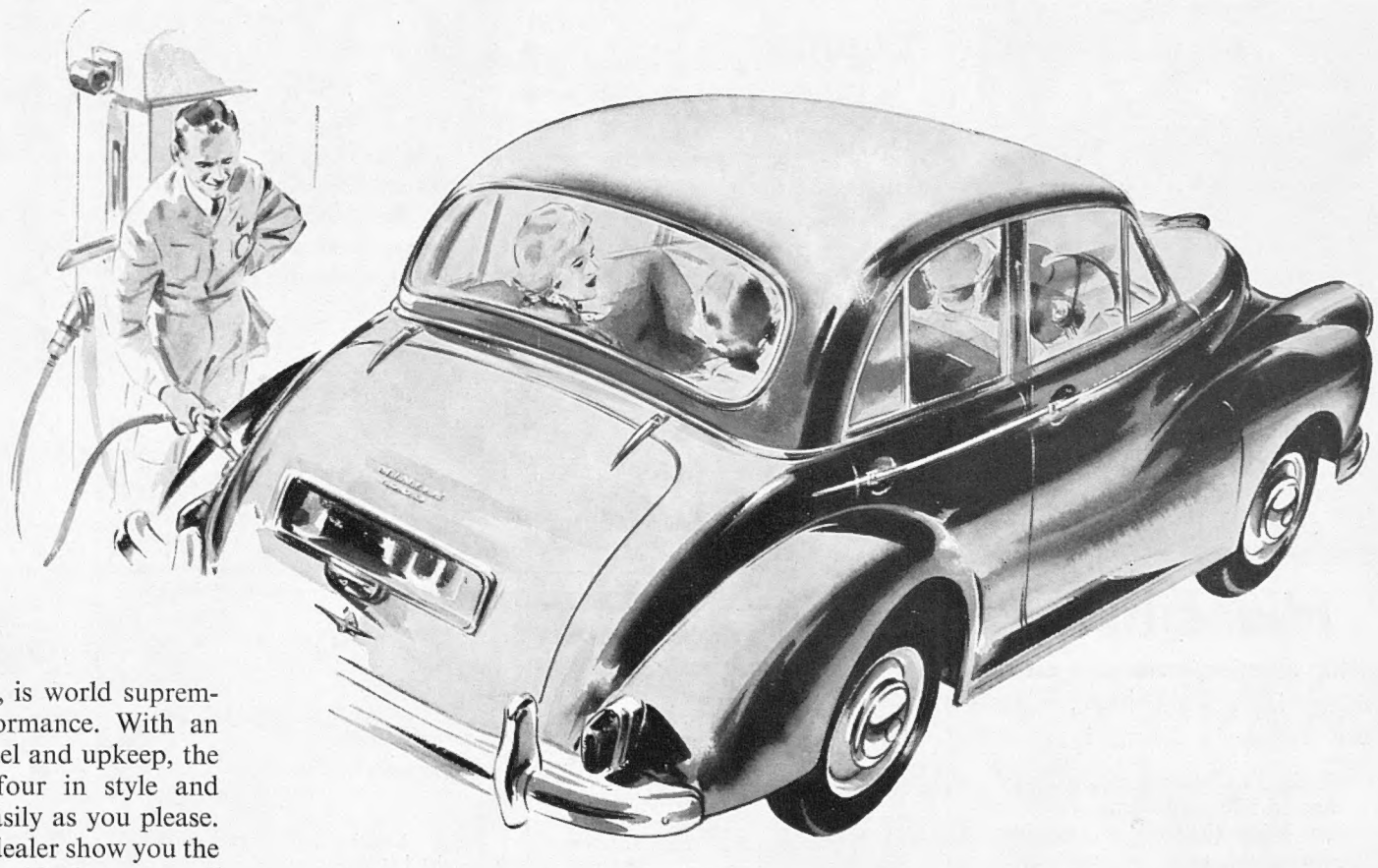

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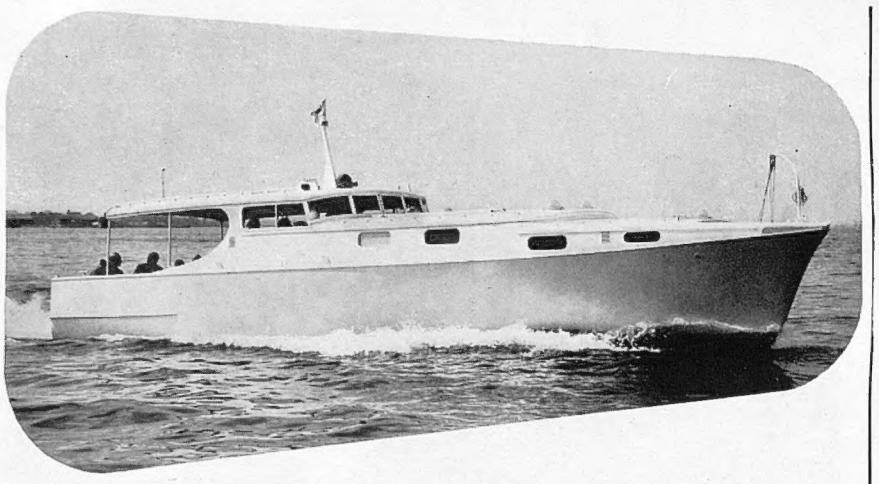

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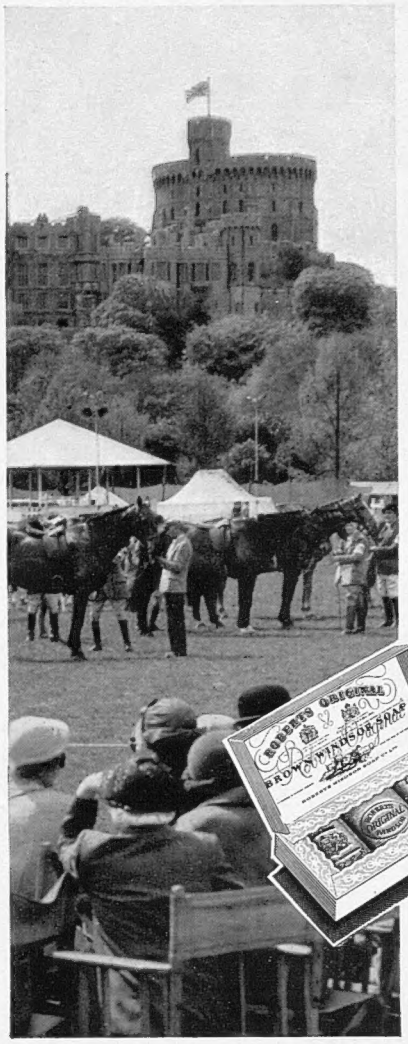

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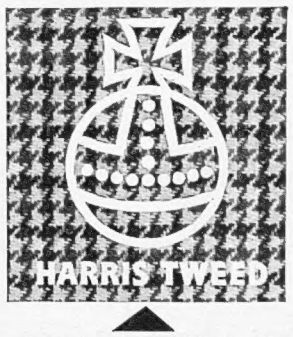

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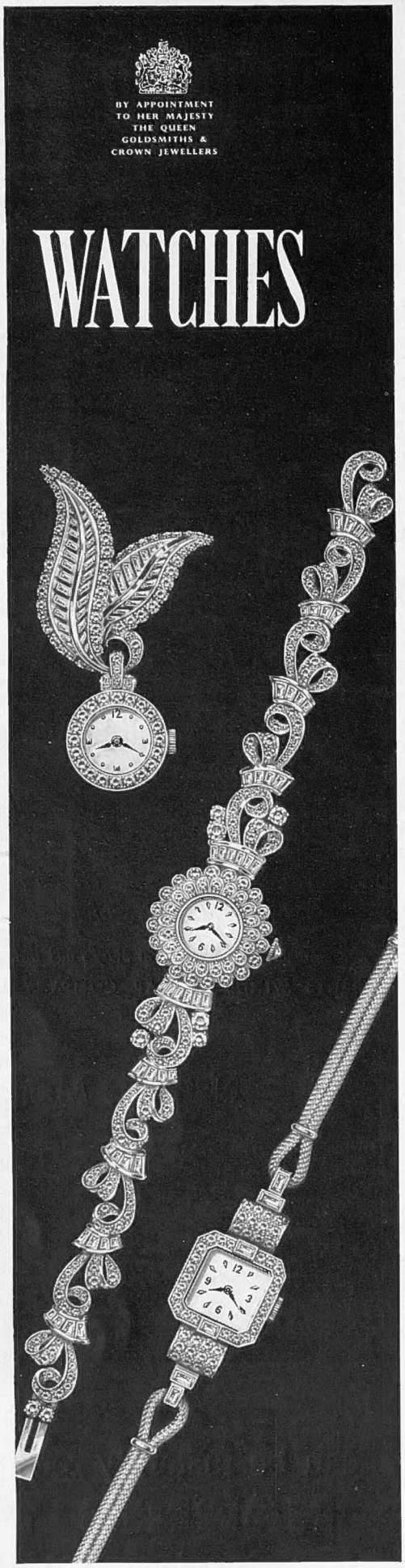

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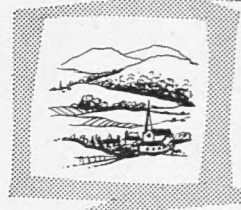

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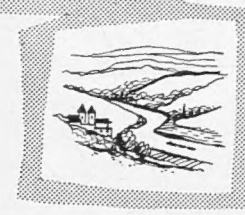

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Volume CCXXXII No. 3014 THE SPHERE, London, January 4, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE QUEEN'S MESSAGE—THE ROYAL BROADCAST AT CHRISTMAS TAKES A NEW FORM: Her Majesty sits at her desk in the Long Library, at Sandringham, to make the traditional Christmas Day speech to the peoples of the nation and Commonwealth. As television cameras were being used to make the first direct telecast of the occasion, Her Majesty spoke from the Long Library instead of the usual study, which was too small for the necessary equipment involved.

Since 1932, when the first Royal broadcast at Christmas was made by King George V, the Sovereign's speech has become one of the most prominent features of the day's broadcasting. Until the present reign the traditional speech had usually been made from Sandringham House, in Norfolk, where the members of the Royal Family had gathered for the Christmas holiday. In 1953, when Queen Elizabeth was in New Zealand, she became the first Sovereign to make the Christmas speech from a Commonwealth country. Now, four years later, she has again made another departure from tradition by speaking in front of the television cameras. On past occasions the Queen, as well as her father and grandfather, had spoken from the study, but this last Christmas Her Majesty made the speech from the Long Library, where there was more room for the television equipment. On her desk were Christmas cards and photographs of her children, while the vase of flowers was used to conceal the microphone. Last Sunday, when the Queen made her first appearance in public after the broadcast, about 10,000 people crowded round Sandringham church when Her Majesty attended morning service.

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RESTORATION TO THE FABRIC OF CANTERBURY CATHEDRAL: Scaffolding surrounds the South Porch, where the stonework has started to crumble and will have to be restored. The porch was built in the first quarter of the fifteenth century, and its most notable features are the carvings and statuary round it.

NEW ORNAMENTS FOR A FIFTEENTH-CENTURY PORCH: Mr. Brian h of the many carved pieces of stonework which will be h are working on the statuary during the winter so th

A London Newslette

195-198, STRAND, W.C

The Queen's Broadcast.—The Queen's broadcast, in manner and matter and delivery, was an unqualified success. I should judge that the technique of television broadcasting must be acquired by a training as long and varied and arduous as that of the actor. I judge this to be so because some of the regular staff (from the little I have seen of them) have not got rid of the sense of artificiality which amateurs must expect to create, and which pervades most amateur theatricals, even the talented. It follows that the Queen must have mastered the technique astonishingly quickly and after the least possible practice before a "live" audience. I judge that she had the aid of no more than headings of paragraphs on sheets to assist her memory, and she certainly handled the difficult task of glancing at and slipping away the sheets in a masterly fashion behind a barrier of frames and cards. More difficult still, she maintained perfect dignity and poise in what she intended to be (and was) an intimate talk, lacking the formality of an "occasion," to personal friends. There was nothing remotely pompous or studied in her discourse. Just as a preacher, unless utterly convinced in his faith, can never convince his congregation of his own sincerity or of the truth of his argument, just as a person whose heart is not full of kindness and sympathy can never offer consolation, so, I am sure, a Sovereign who has any vestige of doubt as to the importance of his high office in its varied and varying functions could not hope to "get across" as the Queen did on Christmas Day.

Paris After-Thoughts.—The darkest days before a new year dawns have in past decades often seemed to beat all records of gloom. I wonder if 1957-58 can claim a permanent world record. Perhaps that is too much to hope for. Throughout Christmas and while seeing a new year in, I puzzled my mind with reflections on the NATO Conference and on what it had achieved between the lines of the vague communiqué. The only conclusion I can so far offer from the communiqué, the daily reports, the debate in Parliament, a wireless talk or two, and miles of "leaders," is that, after all, this summit conference was merely exploratory and preparatory. The problem of East-West relations, the cold war and the nuclear issue is so nearly insoluble to-day that no two nations and no two men can find themselves in agreement on 50 per cent. of the vital articles of any possible solution. The leaders of the NATO powers did their best to see the wood for the trees, to peer forward along the tunnel for a gleam of light. But in so far as their researches covered the political and economic field, they concerted no programme for dealing with the Middle East, with Africa, with Russia itself. Their general agreement on policy in the military field was nothing more than a promise to try to agree among themselves. In principle, nuclear warheads and intermediate rocket ranges shall be at the disposal of NATO's supreme commander "somewhere on the Continent." Where and when? In Germany? No one knows. In Scandinavia, almost certainly not. In England, alas! yes. If the Premier brought back home his share of the chaplet for securing possible peace with honour, millions of Englishmen with children will ask themselves why a Mr. Harold Macmillan and his team should decide what is the best hope for their posterity's sombre future and why, in a matter of import so terrible, a plebiscite should not discover the majority view. As in Britain, so in every other country, the sheep might at least go to their extinction or salvation on a majority vote. Mr. Macmillan and his NATO peers have decided in principle that eighteen months hence, if negotiations move favourably, the West may be in a position to bargain with the East from a position of comparative strength. By then, they *may* have "armed to parley."

A New Situation.—Meanwhile, the suicide squad pursues the arms race and piles up the warheads and bombs and missiles to serve out to an unspecified number of volunteer nations. Meanwhile, on the strength of a communiqué of "business done," which reveal that "interdependence" is still a theory and n accepted fact, and that nothing military, politic economic can strengthen NATO in the vital mom come, we are prepared to treat again with Rus second-class level on the question of disarmament. something to have converted America to that conce but already Russia has turned the proposal down. from Scandinavia that common sense first blew in. acceptance "in principle" of warheads and missile ba however it may result in practice—creates a new situ Provocative and "warlike," it must be balanced by a pacific effort, from which, it is hoped, some agreeme a neutralised nuclear zone in the heart of Europe be reached. If time is not on our side, we can hard said to negotiate from strength. We might at leas one more disappointment by agreeing to a meeting heads of the nuclear states. For a new situation certainly been reached. The nuclear stockpiles are al adequate to destroy the world, in number and pow To add to them and improve their destructive power build a steam-hammer to crush an ephemeral but Expensive and futile as such a policy appears to some it deserves to be replaced with new and fantastic even childish, ideas. A new situation of this impor deserves a new approach and fresh thinking. To "t in the print of olden wars" can get us nowhere.

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e foreman mason of Canterbury Cathedral, is seen among some e restoration of the South Porch. He and his staff of masons tual restoring of the Porch can be begun in the spring.

AN EXHIBITION OF CHURCHILL PAINTINGS IN THE UNITED STATES: A Customs official at Idlewild Airport, New York, examines one of the thirty-five canvases by Sir Winston Churchill, to be shown in a Churchill exhibition which will tour America. The show opens in Kansas City and then will move to New York.

The Heart of the Matter.—The general onclusion in my sober journals at the end of the Reith ectures for 1957 was that Mr. Kennan had given us uriously to think but that his specifics were too vague o advance Western policy and to canalise it on right nes. The neutralising of the heart of Europe by withrawing the opposing armies and their dreadful nuclear oncomitants is nowhere near a present practicality. To ne Russians it would be unthinkable as creating a vacuum o be instantly filled by satellite insurrection. To the West would imply, in the withdrawal of American troops, the emoval of the foundations of NATO defence. For either side could the proposal be acceptable as a bargainng counter, since neither side could then bargain from trength. But if the withdrawal of troops from Europe's eart is as yet impossible, it does not follow that the mitation of nuclear installations is unworthy of examinaon, while the nuclear powers remain but two or three mong so many. Perhaps if Mr. Kennan's conclusions isappointed, it was due to a sudden switch of subject or his final lecture, in order to cover the NATO meeting. f so, his discourses left too much to think over and only few hours to think before concrete decisions had to be nade. But perhaps his bold suggestion that the West as, of late, exaggerated the danger of a sudden Russian ggression may have induced the NATO leaders to rexamine their problem in a less strictly military way. If nderground resistance could have little effect on military ggression, there is plenty of scope for it in the field of olitical infiltration.

Norway Decides.—An early decision, unlikely o be reversed by pressure or argument, was announced t the NATO Conference by Norway's Premier. Norway ould allow no missile ranges or atomic arms depots on er territory, and no foreign troops except in case of ggression. In suggesting that the question of setting up issile bases should be adjourned to give the Russians longer chance to prove their sincerity, Norway's Premier ad the support of Denmark's. But . . . *dis aliter visum.* Vhat other decision in the name of common sense and rom a reading of history could the Scandinavian nations each? They have not the embarrassing urge to be conidered "Great Powers," and geographically none of them an be said to be vitally on the artery-line in any sudden ssault on the life-blood of the chief enemies. Switzerland as survived and flourished by the same sensible neutrality vithout sacrificing her claim to stand for freedom and n the side of the freedom-loving nations. Nothing can e more sure than that the acceptance of such nuclear ases and stockpiles by smaller nations must result in turning minor or local wars into a final world war. And if we consider that the frightful decision by NATO is even now being pressed forward while technical experiment, let alone exhaustive examination of consequences, is still in its infancy, one can regret that Norway's decision was not anticipated by a more important Power. Some at least of Norway's arguments apply with equal force to Britain, and if the nightmare of humanity is ever to end, it will be by the gradual acceptance of the nations one by one that the nuclear arms-race is world suicide, and that it is a fairly calculated risk to refuse candidature or to resign from the suicide club. Those who "arm to parley" need moral force behind their weapons and weapons *known* to be not liable to explode in their own hands. I hope that Norway will be able to stand firm and sacrifice no principles by the general acceptance in principle on nuclear bases and stockpiles.

Mr. Muggeridge and the B.B.C.—I read with mild interest that Mr. Muggeridge's contract with the B.B.C. will not be renewed this year. Mr. Muggeridge's reaction was to express complete contempt for those who run the B.B.C., and confidence, which I am sure is well-based, in his continued employability. He attributed the decision to his article on the monarchy. He is a hard-hitter and there are jobs in journalism for hard-hitting which is very much in fashion again; but there are undoubtedly pavilion fans who think that hard-hitting is not always cricket. I myself confess that the style of a Shrewsbury or Ranji or Woolley can prove more rewarding and effective than mere slogging. But I am a Victorian by birth and of late have not regarded even the B.B.C. as upholders of Victorian reticence and conventional restraint. I find it awkward to sit in a mixed family circle of schoolchildren and listen to a disquisition on homosexuality and prostitution, and I should have supposed that Mr. Muggeridge was just the type of batsman to score freely on the B.B.C. wicket. There are no doubt varied notions of what is and what is not cricket. But I make no doubt that while the hard-hitting fashion lasts—it comes and it goes still as in Victorian days—Mr. Muggeridge will find no difficulty in scoring boundaries (spell it as you please) as a professional.

"Then No One's Anybody."—No Honours list can ever give general satisfaction. It is probably true to say that out of a population of 50,000,000, every half-year there are 50,000 men and women who consider (perhaps justly) that they deserved an Honour as much as the next man. Yet each half-year, a fantastically long and elaborate list is published, too bulky for anyone but a recipient to spell through, and still as open as ever to the fair criticism that certain classes in the community receive the plums or an unfair share of the divide. It is an impossible task and could only be made less wide open to criticism if the present policy was totally reformed, if merit deserving of the Sovereign's recognition was re-standardised and very strictly enforced, and the impossible task of making "everybody somebody" was rejected as utterly impossible. Impossible and perhaps absurd. Shorn of much of our former pomp and greatness, sitting on the crater edge of world destruction, lacking even the means under modern conditions of austerity of "showing our medals" on formal occasions, it is permissible to ridicule the ever-increasing broadcasting of ribbons and medals and stars and garters and titles. Yet, for ever, those responsible for this difficult business do their best to produce a catalogue of merit as reasonably colourful, impartial and all-embracing as democracy demands and tradition allows, and the best they can do cannot please everybody, not even all the recipients. For all concerned, it has become very difficult to "recognise merit." But the effort continues and sometimes deserves a pat on the back.

Buttons.—In the days of my youth and even middle-age, buttons were regarded as important. They were indeed the prop and stay of what distinguished the male from the female sex—trousers. To-day women wear the trousers and men are not vitally interested in buttons. Their vests, if they wear them, are built like jerseys, they rely on elastic for their drawers and slacks. I buy many of my garments off the peg and am constantly discomforted by the modern lack of interest in buttons. In old days, no doubt, sweated labour sewed them on, but sewed them firmly. They lasted. Nowadays they are either omitted or sewn on by some mechanical process which ensures their disintegration in a matter of days. More than that, they are contemptuously sewn on trousers *inside* the band, so that the stiff fingers of old age cannot connect them with braces. It follows that when I buy off the peg, someone must reverse the buttons and strengthen all those that do not need reversing. It is odd that manufacturers in this matter of buttons totally disregard the needs of the elderly, since in an ageing population we form a valuable clientele, and I presume that the present shoddy treatment of what buttons are conceded in modern clothing is as open to objection among overseas buyers as it is in Britain. If a machine cannot be devised to sew on a button with a year's life, it is time we went out of business as manufacturers in this line.

THE OLD STAGER

AFRO-ASIAN CONFERENCE IN CAIRO

Five Hundred Delegates at "Solidarity" Meetings

The claim of the organisers that the Afro-Asian "Solidarity" conference in Cairo was the "successor" to the Bandung Conference of over two years ago was misleading. The 500 delegates who gathered in the Egyptian capital last week had no official status. They represented only their national "Solidarity Committees," which must certainly owe much to Communist inspiration, and one of the first moves at the conference was an offer from the Soviet Union of "unconditional" economic aid.

Whatever may have been the avowed purpose of the assembly, it soon became plain that its real intention was to attack more or less anything to do with the West, the favourite targets being "imperialism" and "colonialism." Thus a Kenya speaker demanded the end of British rule, a Cypriot called for "self-determination" on his island, and an Indonesian claimed Western New Guinea. The recent conference of NATO Powers in Paris inevitably came in for a full measure of abuse.

A COMMUNIST-INSPIRED GATHERING IN THE EGYPTIAN CAPITAL: Delegates leave Cairo University through a cheering crowd after a session of the Afro-Asian Conference last week. Some 500 representatives from "Solidarity Committees" in forty-four African and Asian countries were present. The declared purpose of the conference was the relaxation of international tension but the "Solidarity Committees" are reported to be largely Communist-sponsored and many delegates were not by any means official representatives of their Governments.

On left—

THE OPENING SESSION: A speaker addresses the crowded auditorium in Cairo University. After the opening the conference prepared to debate nine reports on such matters as racialism, imperialism, colonialism, nuclear weapons and economics. At the various committees opposition was expressed to NATO.

Below—

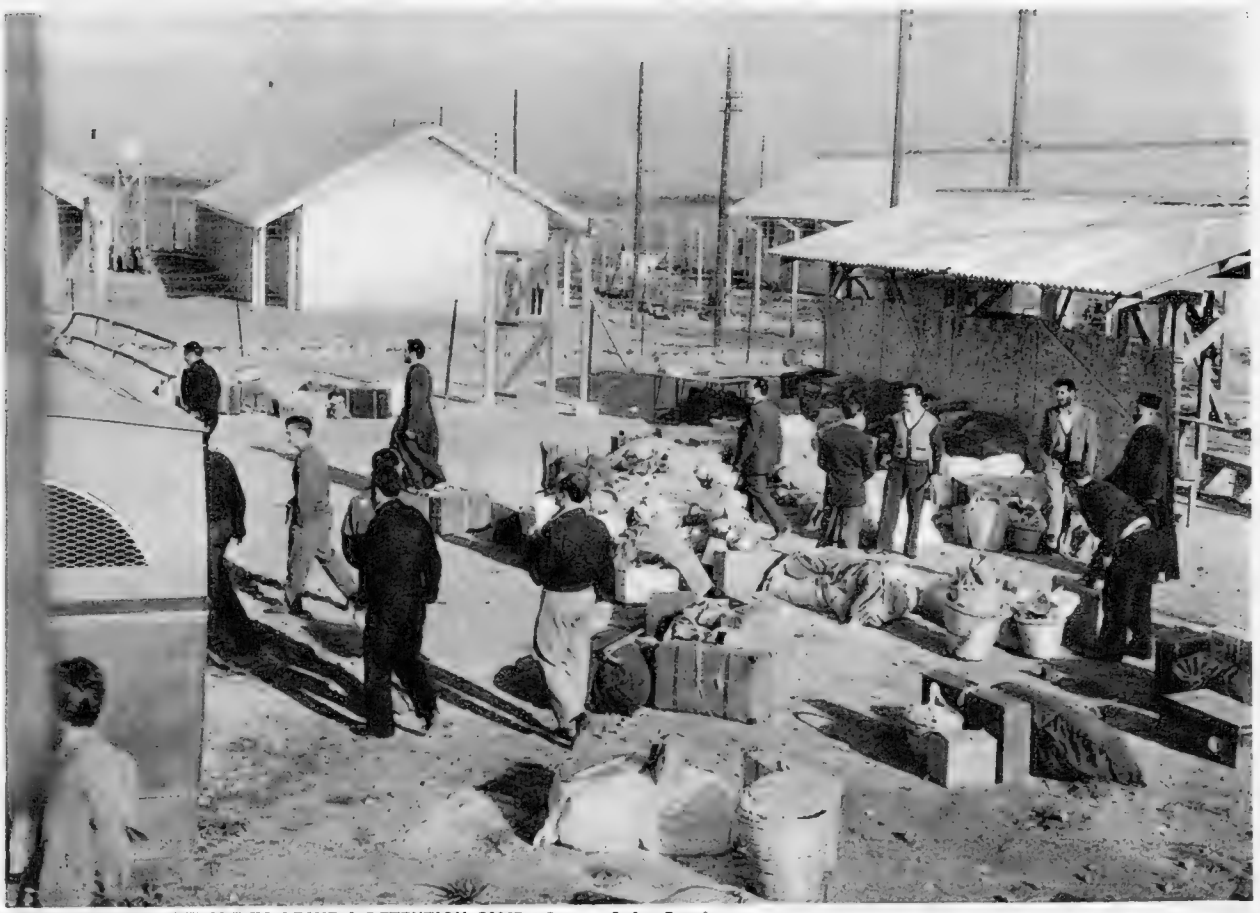
THE SOVIET DELEGATION: Some of its members listen to the speeches at the opening session. The Soviet Union was invited to send representatives on the ground that some of the Russian provinces are Asian. There were also other delegations from the Communist bloc, including China, North Korea, North Vietnam, and Outer Mongolia.

WELCOME TO THE DELEGATES: Outside the beflagged University buildings, a crowd gathers to applaud the arriving delegates. Among the "Solidarity Committees" represented were those of Aden, Ghana, Malaya and Nigeria.

RELEASE OF GREEK-CYPRIOTS

Jubilation in Nicosia at Sir Hugh Foot's Christmas Gesture

When Sir Hugh Foot, the Governor of Cyprus, returned to London on Monday to report to Mr. Lennox-Boyd, the Colonial Secretary, on the situation in Nicosia he had the knowledge that, although his recent gestures have not brought a permanent peace, the peace for which he had asked had been won. Although he has taken what many regard as political risks during his month in the island, he has won the admiration of the ordinary Greeks and been referred to as " the good man." His Christmas gesture—the release of 100 of the more than 800 detainees, including eleven women—brought much jubilation to the capital and no incidents were reported over the Christmas period. Their release came as the result of an urgent review made at the Governor's request. Although the restrictions on a further 600 people were relaxed, they still have to report to the police once a week. In his broadcast Sir Hugh said he had set himself the task of building two " bridges of trust " between himself, the Greeks and the Turks—but the building of a bridge between the Greeks and the Turks was " primarily a matter for the two communities themselves."



GREEK-CYPRIOTS PREPARE TO LEAVE A DETENTION CAMP: Some of the Greek-Cypriots detained at Pyla camp place their belongings in a heap in readiness for their departure, authorised by Sir Hugh Foot, the Governor of Cyprus. Altogether, Sir Hugh ordered 100 of the more than 800 detainees in various camps to be released in time for Christmas.

ON THE WAY TO FREEDOM: Three of the thirty-seven detainees who were released from Pyla prison camp, a few miles west of the capital, pass through the main gate on their way to freedom. At another camp eleven women held as Eoka terrorist suspects were among those released.

IN A JUBILANT MOOD: Greek-Cypriot prisoners at Pyla stand on a platform behind a barrier of barbed-wire cheering and waving as thirty-seven of their fellow-detainees leave the prison camp soon after the Governor's speech. As well as allowing the release of 100 detainees from various camps, Sir Hugh also authorised restrictions on the movements of 600 other people to be relaxed. This Christmas gesture by the Governor brought much jubilation to the Greek-Cypriot community. Shortly after his announcement, given in a broadcast over Cyprus radio, hundreds of cheering people packed the streets of Nicosia. The celebrations continued well into the early hours and church bells rang continuously.

On left—

SIR HUGH FOOT'S TOUR ON HORSEBACK: Sir Hugh Foot, wearing a dark jacket, rides at the head of the small party which accompanied him on his tour of a number of the remote villages buried in the hills to the north of Nicosia. As he passed through one of these villages, Bellapais, a Cypriot woman handed him a bouquet.

THE NEWS IN PICTURES

THE TRAIL OF THE TWISTER: These aerial pictures show the widespread destruction caused to towns in southern Illinois, eastern Missouri and Indiana when a series of tornadoes hit them. Sixteen people were killed and more than eighty injured in the storms. The worst hit town was Murphysboro, Illinois (*on left*), where eight persons, four from one family, died when their homes were demolished. The upper half of the water company's tower can be seen crumpled and wrecked on the extreme right of the picture. The *right-hand* picture is of Mount Vernon, Illinois. Low-lying houses have been completely flattened by the force of the tornadoes. Damage to property in the area amounts to nearly £300,000. Communications between Mount Vernon and Murphysboro were put out of action. Murphysboro was the centre of a series of tornadoes which killed 689 people in March 1925. This part of the Middle West is called "Tornado Alley."

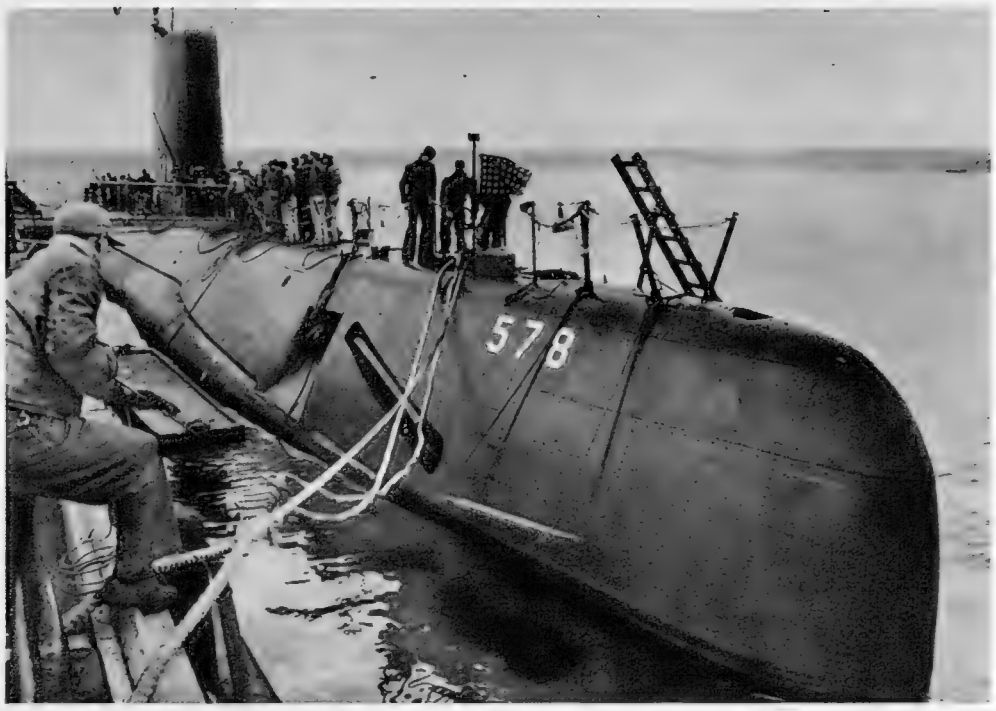
AN INFORMAL VISIT TO THE WHITE HOUSE: The President of the Union of Burma, U Win Maung (on left), pays an unofficial call on President Eisenhower at the White House in Washington. The Burmese President has been receiving medical attention at the Walter Reed Hospital in the American capital. On the right-hand side of the picture is the Burmese Ambassador to the United States of America, U Win.

AN ATOMIC ENERGY AGREEMENT BETWEEN BRITAIN AND ITALY: In Rome, with a Christmas tree providing a festive background, the British Ambassador to Italy, Sir Ashley Clarke (on left), and the Italian Foreign Minister, Signor Giuseppe Pella, sign an agreement between the two countries. According to its terms Britain has promised to supply Italy with uranium fuel for atomic power stations and to help the Italian Government to obtain research and power reactors from this country. Britain will process used fuel elements for the Italian Government and will help in the design, construction and operation of facilities for the manufacture of atomic fuel, and provide training facilities in atomic matters for students and trainees recommended by the Italian Government.

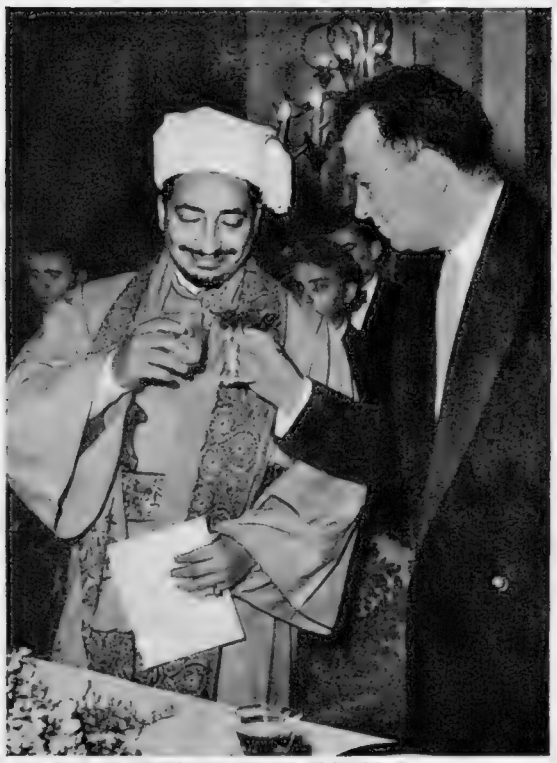
ELECTION TROUBLE IN SINGAPORE: Holding brooms with which to "sweep out the old regime," members of the People's Action Party demonstrate on the steps of the Singapore City Council building on the day before the municipal elections. Their leader, thirty-two-year-old Ong Eng Guan, a graduate of the University of Melbourne, was among those arrested and charged with causing a disturbance. The following day he was elected Mayor. *On left*—Youthful party members hurl fire crackers and struggle with police during the demonstration. Immediately following his election as Mayor, Guan called for a vote resulting in the removal of the mace as "a symbol of colonialism." Later he stated that he would refuse to wear the mayoral chain because "it represents the chains of imperialism."

THE NEWS IN PICTURES

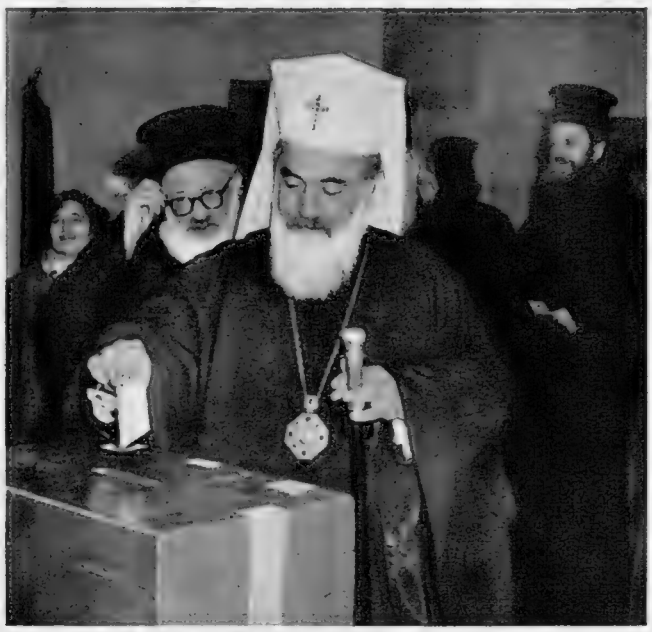
THE INAUGURATION OF A NEW SIBERIAN RAILWAY: A decorated engine steams under a triumphal arch in the snow in the east of the Soviet Union. The occasion was the opening of the 250-mile line linking Stalinsk and Abakan, on the South Siberian Railway. At one point it passes through a 1¾-mile tunnel under the Altai Mountains.



AMERICA'S THIRD ATOMIC SUBMARINE: Preparations are made for the commissioning ceremony of U.S.S. *Skate* on the River Thames at Groton, in Connecticut. *Skate* is the third atomic submarine to enter service with the U.S. Navy and the first of the type produced by assembly-line methods. It is claimed that she can cruise round the earth without surfacing. The other two United States atomic-powered submarines in commission are *Nautilus* and *Seawolf*. Several more are being built.



THE CROWN PRINCE OF YEMEN IN YUGOSLAVIA: Saif Al-Islam Al-Badr drinks a toast in orange juice at a reception in Belgrade. Raising a glass of champagne is Mr. Vukmanovic-Tempo, one of the Vice-Presidents of Yugoslavia. The Crown Prince, who is also Foreign and Defence Minister of his country, spent six days in Yugoslavia on his way home on his tour of Europe, which included a visit to London.

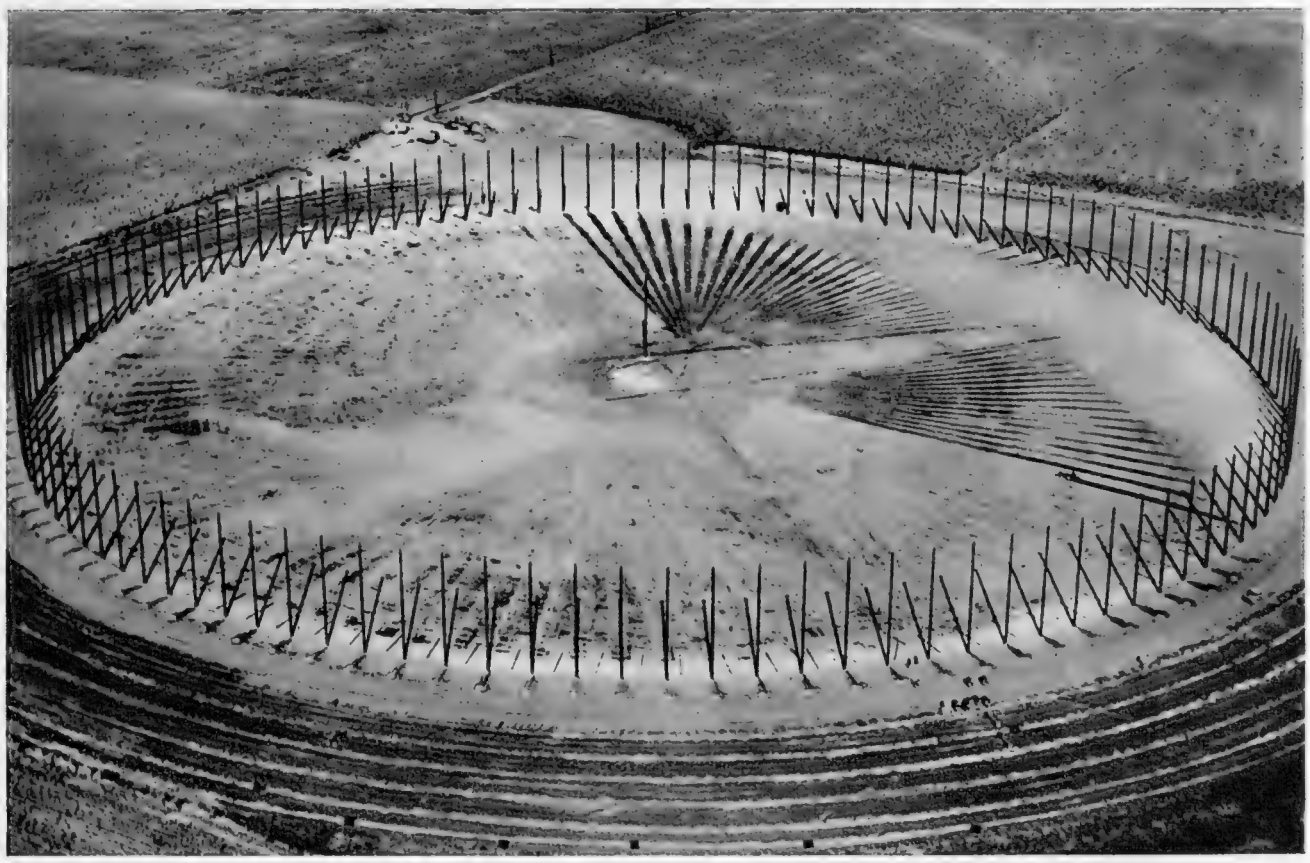


THE BULGARIAN NATIONAL ELECTIONS: The Metropolitan Kiril, Patriarch of the Bulgarian Church, casts his vote in Sofia during the elections for the Bulgarian National Assembly. According to the official figures, 99.95 per cent. of the electorate voted for the continuation of the Communist regime under the Fatherland Front, which provided the only list of candidates.

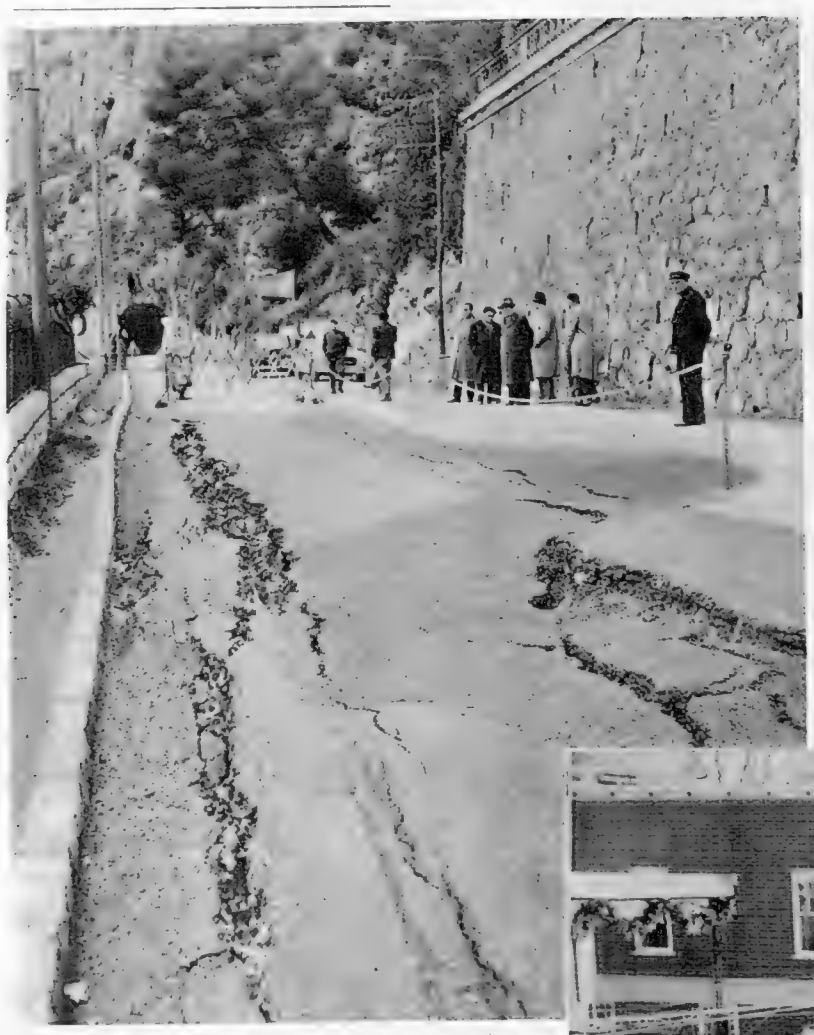
THE MARRIAGE OF THE DIRECTOR OF THE EDINBURGH FESTIVAL: Mr. Robert Ponsonby and his bride, Miss Una Mary Kenny, stand on the steps of the Church of the Holy Redeemer in Chelsea, London, after their wedding last Saturday. The bride's father, Mr. W. J. Kenny, is a director of the Ottoman Bank in Istanbul. Mr. Ponsonby was appointed to his post at the Edinburgh Festival in 1955.

On right—

A GIANT RADIO DIRECTION FINDER: Work is well advanced on the huge construction at Champaign, Illinois, in the United States, for the University of Illinois. The circle of 120 poles will support a radio-reflecting screen 955 ft. in diameter and 65 ft. high. Below ground the buried wires of a "mat" will extend to a diameter of 1,300 ft. When completed on its 40-acre site it is claimed that the direction finder will be the largest in the Free World. It will be employed on studying means of improving direction-finding techniques and the effects of ionospheric distortion of radio signals. The finder has been designed jointly by the University's electrical engineers and by the Federal Telecommunications Laboratory and is sponsored by the Navy Bureau of Ships.



THE NEWS IN PICTURES



STORM HAVOC ON THE RIVIERA: A section of the famous Lower Road from Nice to Monte Carlo is closed to traffic after subsidence which had been caused by heavy rain during the Christmas holiday period. A number of houses and villas were also affected by the subsidence and landslides. The snowstorms and heavy rainfall during the period caused damage throughout Central and Southern France.

FLOODS NEAR MARSEILLES: A man, knee-deep in the rushing flood-water, makes his way along a street in the village of St. Cyr-sur-Mer. More water is pouring in from the background. Flood-waters covered vast areas in the district at the end of last month.

On right—

SNOW AND ICE FOLLOW FLOODS IN CANADA: A general view of the flood-stricken town of Beauceville, 50 miles south of Quebec City, in Quebec, as residents walk past the mounds of snow and ice in the main street. The snow and ice had followed the flooding of the Chaudière River. After the flooding troops assisted in rescue work and in Beauceville more than 1,000 people had to be evacuated.

ICE AND RAIN IN THE U.S.A.: The picturesque effect *on the left* was caused by the spray as it froze on the pilings at a Chicago beach on Lake Michigan. In the background steam rises from the water, as the air temperature is much colder. The temperature came within a degree of the lowest on record for the time of year. *Right*—One wing of the Holywood Riviera County Club house, at Torrance, California, hangs precariously after heavy rain had torn the ground from under it.

THE NEWS IN PICTURES

AN ERUPTION IN THE NORTH ATLANTIC: Smoke billows from a small volcanic island in the Azores. The picture was taken from the liner *Independence* as she was sailing by last month. The archipelago in the North Atlantic contains many volcanoes and the coasts often consist of steep cliffs. The Azores, which belong to Portugal, were given their name because of the large number of *Acores* (hawks) seen on them by the first discoverers.

On left—

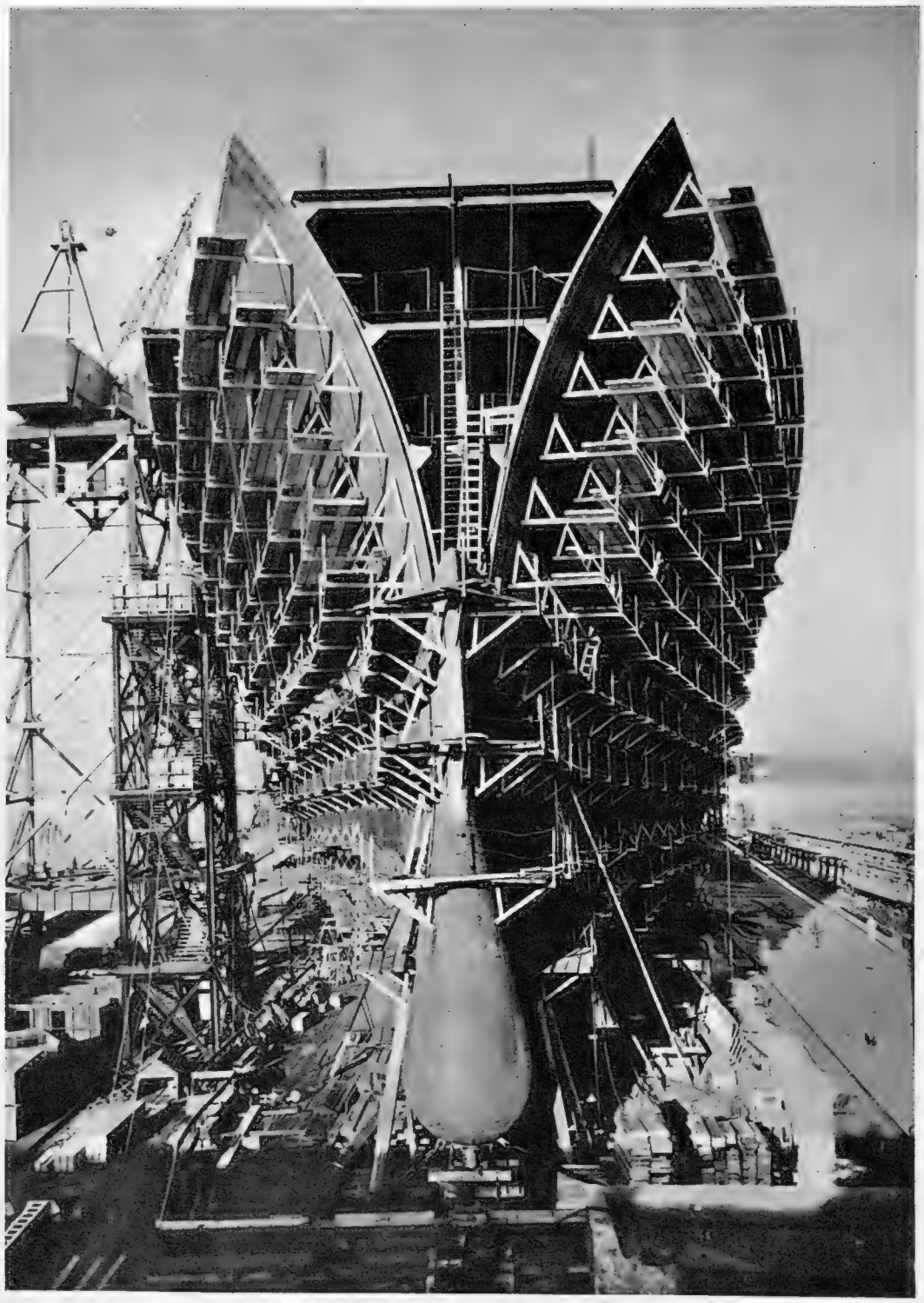
AFTER THE PERSIAN EARTHQUAKE: Heaps of rubble, broken masonry and furniture are all that remain of the village of Farsinaj, in one of the areas worst hit by the recent earthquake in Persia—the second disaster of its kind to strike that country last year. The search for the bodies of victims continued for many days after the catastrophe and it was anticipated that the final death roll would be well over 1,000. It was also feared that many of those who fled into the mountains from the primitive communities of Kurdistan, Hamadan and Kermanshah would undergo great sufferings from exposure. Help was sent to Persia from several countries including Britain.

LONDON-MOSCOW AIR SERVICE AGREEMENT: At the Foreign Office in Whitehall, Chief Marshal of Aviation P. F. Zhigarev (left), for Russia, and Mr. David Ormsby-Gore, Minister of State, for Britain, exchange the signed documents establishing a direct air service between London and Moscow. Hitherto neither of the countries has operated regular services into the territory of the other. It is provided in the agreement that the service shall only be started when both parties have been able to investigate and satisfy themselves on a wide range of technical matters. These include questions of navigational safety and of noise from jet-propelled airliners.

CIVIL SERVANTS DEMONSTRATE IN PARIS FOR HIGHER PAY: Their demands are inscribed on the banners they are carrying outside the Ministry of Finance in the Rue de Rivoli. Last year several one-day strikes were staged throughout France as a protest against the refusal of the Government to increase civil service pay. However, the possibility of granting the higher wages is closely connected with Finance—one of the two great problems of the French Government, the other being Algeria. When M. Gaillard's recent Budget bill was passed by the National Assembly, the Premier appealed to the country to rid itself of " the illusion which confuses inflation with prosperity."

HOPES AND PERIL ON THE SEAS

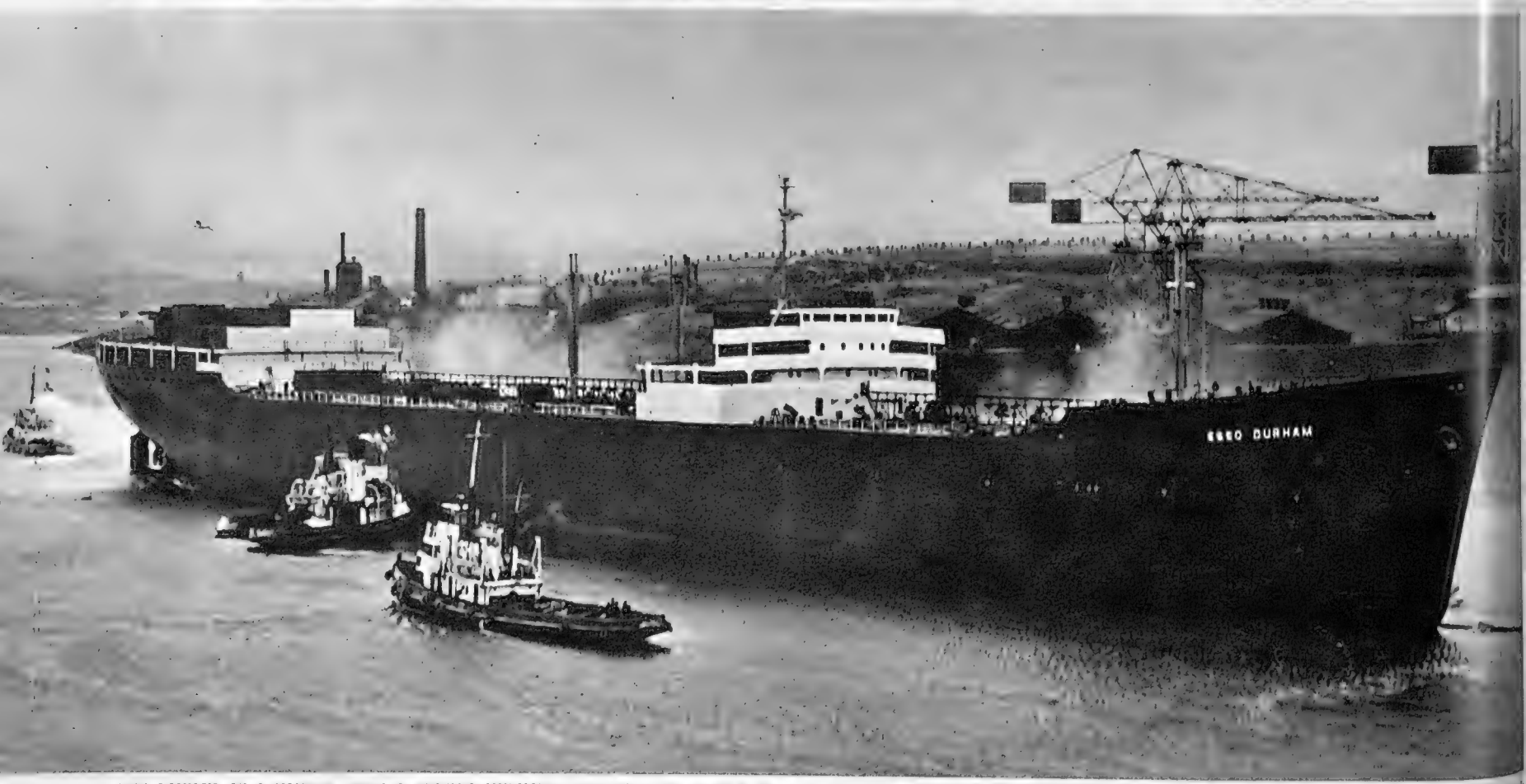
Ships Under Construction; in Trouble and on Lonely Waters



ASHORE OFF HOLLAND: Two women in national costume watch from the land as the German coaster *Isebek* lies beached off the coast of Zeeland, in the Netherlands. As the tide rose, the ship was refloated and taken in tow by tugs to the port of Flushing.

On left—

A NEW PASSENGER FLAGSHIP: Scaffolding forms a symmetrical pattern round the hull and sides of the *Rotterdam*, under construction in the Dutch port from which she will take her name. The liner, of 27,000 tons, is to be the flagship of the Holland-America Line and should enter service in 1959. She will carry 1,400 passengers, a crew of 750, and include in her amenities a theatre seating 600 people.



THE LAUNCH OF A TANKER FROM A BRITISH SHIPYARD: The *Esso Durham* is manœuvred by tugs on the water at the Walker-on-Tyne yard of Vickers-Armstrongs. The tanker of 24,000 tons gross, had just been named by Mrs. W. F. Wackrill, the wife of the managing director of the Esso Petroleum Company. The vessel will have an overall length of 690 ft., a breadth of 90 ft. and a depth of 47 ft. She is one of the impressive number of ships on which work was in hand at the end of last month in either the Walker-on-Tyne Naval Yard or the Barrow shipyard of Vickers-Armstrongs. These included one liner, six cargo-ships, fifteen tankers and eleven naval vess

THE FIRST FRENCH AIRCRAFT-CARRIER TO BE BUILT SINCE THE WAR: The *Clemenceau* leaves the stocks on her launching at Brest. She is the first of two new aircraft-carriers for the French Navy—the second is the *Foch*, which is scheduled to be launched during 1959. Both will have angled flight-decks and steam catapults.

A GERMAN COASTER IN COLLISION: *Gertrud*, a craft of 250 tons, with wood piled on her decks, lies low in the water in a channel in the Netherlands. She had been in collision with a Dutch river-boat.

CHRISTMAS ON A REMOTE OCEAN: The ocean Weather Ship *Watcher* rolls on the sea in the Atlantic nearly 500 miles north-west of Northern Ireland. The picture was taken from a Shackleton aircraft of the Royal Air Force which flew to her carrying Christmas gifts and provisions. In spite of bad weather the pilot of the aircraft fulfilled his role of Santa Claus with complete accuracy, dropping his load amidships of the vessel at this remote station.

On left—

REFLOATED OFF THE COAST OF YORKSHIRE: The lifeboat from Whitby and another vessel stand by the coastal steamer *Thrift* (648 tons), which had grounded in Robin Hood Bay in dense fog. At the next high tide she was towed off the rocks. She appeared to have sustained no damage and continued her voyage from Ghent to Blyth under her own steam.

ROAD SUBSIDENCE IN SUSSEX

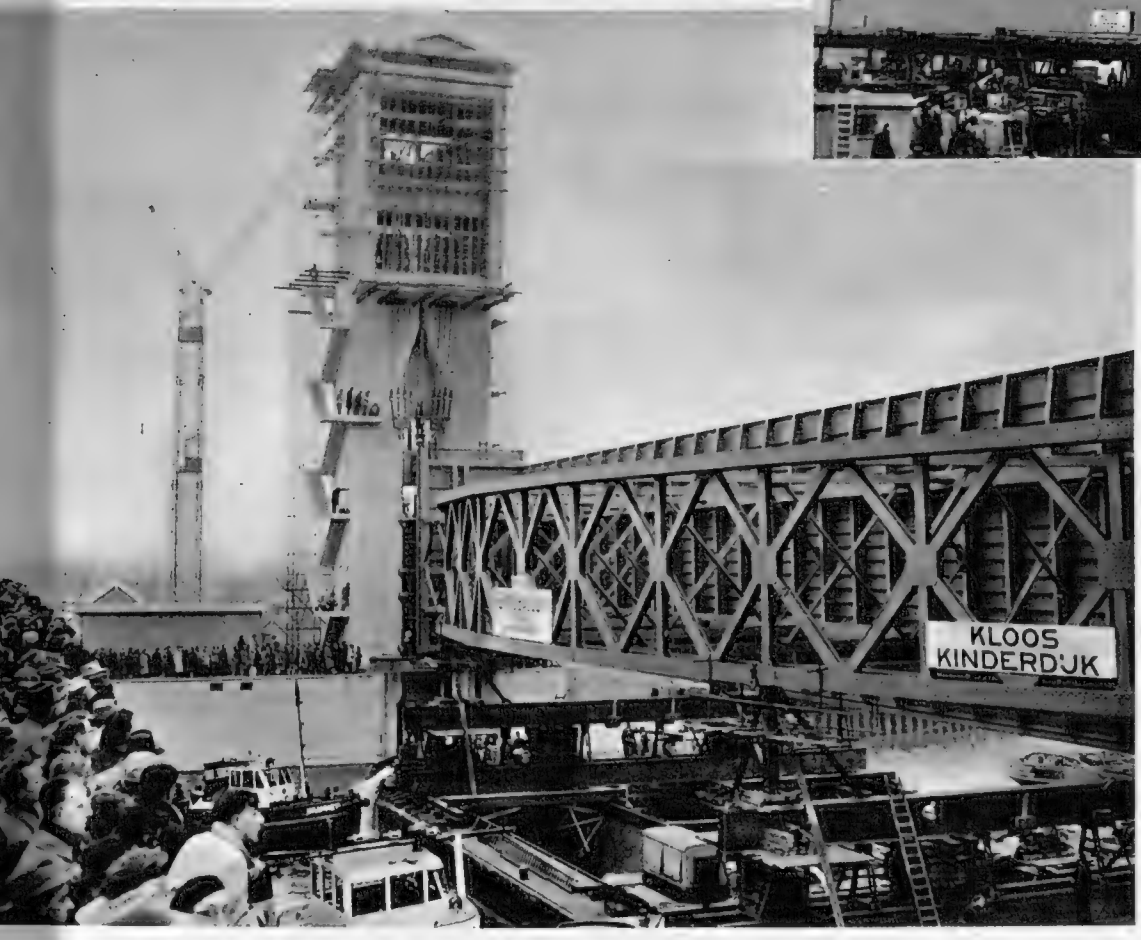
Repairing the Coast Road between Brighton and Worthing

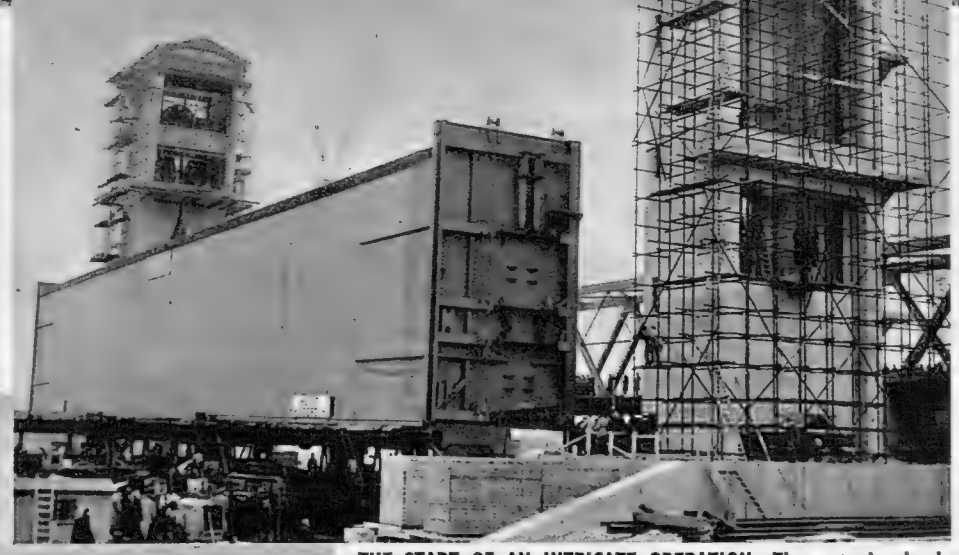
ROAD SUBSIDENCE ALONG THE COAST AT SOUTHWICK, IN SUSSEX: The two general views of the main coast road at Southwick, between Brighton and Worthing, show workmen clearing the ground of piles of rubble caused by the sudden subsidence of the road. In the picture *above* the view is taken looking towards Worthing. It shows a line of excavators lifting the erupted soil into lorries parked in the roadway. On the right a line of pipes is ready to be sunk into the ground. The picture *below* shows clearing operations in progress at the other end of the coast road. In the left foreground can be seen one of the many deep cracks caused by the shifting soil. The row of houses facing the harbour was unaffected by the subsidence, which is believed to have been caused by the use of dredgers to clear the bed of the harbour basin. The movement of the dredgers is thought to have disturbed the bank which supports the coast road, and as a result of this many large cracks appeared. When the damage has been repaired 3,000 tons of soil will have been taken away, thus reducing considerably the weight on the bank supporting the road.

SAFEGUARDING A NATION AGAINST THE PERILS OF SEA FLOODING: Dutch tugs, led by the *Afrika*, assist in the lowering of an enormous steel sliding gate which spans the Hollandsche Yssel River, six miles west of Rotterdam, in the Netherlands. It forms part of a scheme known as the Netherlands' Delta Plan, which is being carried out to provide the country with safeguards from flooding and to ensure that such catastrophes as the flood disaster of 1953 cannot again occur. The gate, 240 ft. in length, moves vertically between two 120-ft.-high towers. It will remain in the raised position, being lowered only at the rise of the tide.

Below—

LOWERING THE NEW GATE INTO POSITION: The proceedings are watched by large crowds standing on a newly-constructed bridge. Although the gate is in position, it will not become fully-operational until next spring. The complex system of pulleys by which means the gate is raised and lowered can be seen attached to the structure on the far side.





THE START OF AN INTRICATE OPERATION: The gate is slowly moved into position between the two supporting towers which are surrounded by a network of tubular scaffolding. The scheme is costing in the region of £3,000,000.

DEFENCE AGAINST THE SEA

The Netherlands' Delta Plan Takes Shape

In February of 1953, in exceptional conditions of tide and wind, the sea broke through the coastal defence of the Netherlands and took a heavy toll of life and property. To-day, the Dutch are concentrating on a plan, immense in its proportions, to make certain such a disaster cannot again occur. The project under construction is known as the Netherlands' Delta Plan, and it will provide adequate protection against severe storm floods, even though the water-level rises far higher than it did in 1953.

Up to four and a half years ago the idea that a large part of the Netherlands stood in any sort of serious danger would have been dismissed. For over a century there had not been any flooding—due to natural causes—that could have reasonably given cause for alarm. However, in a single night the Dutch learned a hard lesson which made plain the fact that their sea defences were not adequate. In essence, the Delta Plan is to build three new main dykes, to strengthen others, and to undertake a number of secondary works, including those illustrated on this page. It is estimated that the Delta Plan will cost in the region of £200,000,000 and that the work will take about twenty-five years to complete.

THE SHORE OF A REMOTE ISLAND IN THE PACIFIC: From huts in traditional and mi styles inhabitants of the village of Muana-i-cake, on Fulaga Island, in the Fiji g come out to wave to the Sunderland flying-boat from which the picture was t The majority of the dwellings are round-ended, made of thatch and known as the Lauan type. The patterns of what appear to be stamped-out patches of ground round them are gardens for growing food. Muana-i-cake is one of the two communities on Fulaga. The flying-boat was coming to the village to pick up a storekeeper who had been seriously wounded in a shot-gun accident on Ono-i-lau, about forty miles away and another of the small, southernmost Fiji Islands. The local medical officer there had put through a call to the medical authorities at Suva, the capital of Fiji, on Viti Levu, 220 miles away. The Royal New Zealand Air Force base at Laucala Bay was contacted. It was found it was not possible to land a flying-boat at Ono-i-lau, owing to the coral reefs in the shallow waters of the bay. Therefore the wounded man was taken by boat to Fulaga, where a flying-boat was able to land offshore and fly him to hospital in Suva. After treatment his condition was reported to be satisfactory.

RESCU IN FIJ

New Zealand Airm on a Mission of Mer in the Pacific Islan

PREPARING TO TRANSFER THE PATIENT FROM SEA TO AIR: On the deck of the *Yatu Lau*, the ship carrying the wounded man, the crew acknowledge signals from the flying-boat indicating that it is about to land off the wooded coast of Fulaga.

MISSION COMPLETED: The storekeeper is carried ashore on a stretcher from the flying-boat bef on its return to the base of the Royal New Zealand Air Force at Laucala Bay. *On left—A* Fulaga, two members of the Sunderland's crew watch the ship's boat from the *Yatu L* approach with the sick man. A number of others, including a woman, have joined in t transfer operation from the *Yatu Lau* out of curiosity to see the Sunderland flying-b

A NIGHTMARE FOR PILOTS: The lagoon of Fulaga is altogether five miles long and about two-and-a-half miles wide. As this picture of part of it shows, it is studded with mushroom-like islets, most of which are capped with shrubs and piles. Beneath the surface of the water are coral strands. It is difficult enough for small ships to navigate here. For a Sunderland flying-boat to land—as was done in the rescue operation—great skill was required.

On left—

DECEPTIVE BEAUTY : The islets and coral reefs of Fulaga lagoon present a superficially attractive picture from the air. This scene is typical of the southern islands of Fiji, most of which are of limestone structure. The hazards of natural beauty were so great in the bay of Ono-i-lau that it was impossible for a flying-boat to attempt a landing on its waters.

WELSH LINKS WITH THE U.S.A.

Wrexham has Associations with the American Continent. It is Both Welsh-Speaking and English-Speaking, and is the last Example of a Genuine Frontier Town in Britain

By BRIAN VESEY-FITZGERALD

EVERY schoolboy, I suppose—I hope that I am not over-estimating the imagination of modern schoolmasters—now knows that the Norsemen reached North America centuries before Columbus. The belief that the Welsh also did so is not so widely known. This is not the fault of the Welsh. You may to this day, on a winter's night in a lonely Welsh inn, hear from the lips of some fireside story-teller, a tale to the effect that North America was discovered and settled by the Welsh of Nant Gwynant three centuries before Columbus was born.

The tale tells how Madoc, a son of the Prince of Gwynedd, depressed by family bickerings and a shrewish stepmother, set sail westwards in search of peace. After a voyage of some months he came to land where life was easy and the natives friendly. There he settled with 120 (the number never varies) of his people. Later he returned with one ship to Wales and gave such a glowing account of the new land that his countrymen rushed to join him. He sailed once more with ten ships (again the number never varies from story-teller to story-teller) and was not seen again. A fantastic legend? Maybe: but Hakluyt, in his *English Voyages*, maintains that the land discovered by Madoc "must needs be some part of the country which the Spaniards affirmed themselves to be the first finders since Hanno's time."

There are many later stories of this early Welsh occupation. One of them will bear retelling. In 1660 a Welsh clergyman, the Rev. Morgan Jones, was captured, together with a number of other colonists, by the Tuscarora Indians of Carolina, and duly condemned to death. Listening to his death sentence, he exclaimed in his native tongue (Welsh): "Have I escaped so many dangers that I must now be knocked on the head like a dog?" And the Tuscarora chief replied in Welsh—which must have astonished the reverend gentleman considerably!—that men who spoke their own tongue certainly should not die but should be treated as brothers.

Morgan Jones wrote an account of his experiences in 1686 and this (or a part of it) was published in *The Gentleman's Magazine* in 1740. The Tuscarora chieftain was evidently as good as his word, for Morgan Jones tells us that:

> The Indians entertained us very civilly and cordially for four months, during which time I had the opportunity of conversing with them familiarly in the British [Welsh] language, and did preach to them in the same language three times a week. . . . They are settled upon the Pontigo River, not far from Cape Atros.

There is no reason to suppose that the Rev. Morgan Jones was a liar. How, then, did these Tuscarora Indians come to know and speak the Welsh language? It is not (as the English living on the Welsh border know) a language that you pick up easily in the course of a week or two's casual acquaintance.

The Welsh connection with what was to become the United States of America does not end there. Among the early colonisers of Virginia (in 1587) you will find the names of John Jones, Griffith Jones, Jane Jones and Gwyneth Powell: names which speak for themselves. Indeed, it may be said that the Welsh have had a greater influence on American culture than any other race, for the two great American Universities, Harvard and Yale, were both founded by Welshmen.

Very little is known about John Harvard. He was born in Southwark in 1607, the son of Robert Harvard (who is described as a butcher) and Katharine Rogers. He was a graduate of Cambridge University, but it does not seem to be known when or where he took Holy Orders. None of this may sound very Welsh. But Harvard is a Welsh, not an English, name. (Harvards figured in Welsh history more than two centuries earlier.) And the word "butcher" should certainly not be read in its modern sense. The Welsh were then, as for at least another 200 years, the chief suppliers of meat for England. Welsh cattle in huge herds were driven across England to the markets in the big towns. It is still possible to see signs in Welsh on the walls of some cottages and inns in the South and Midlands of England advertising beds and refreshment for drovers. One of the main routes lay through Stratford-on-Avon. It is, perhaps, significant that Katharine Rogers was the daughter of Thomas Rogers of Stratford-on-Avon, and that he is described as a "cattle dealer." I fancy that Robert Harvard managed the London end of a big Welsh cattle-transport business.

Much more is known of Elihu Yale, the founder of Yale University. He was born in Boston, Massachusetts, in 1648, the son of David Yale, an emigrant son of a long line of Welsh squires. (The name is really Iâl, the name of an old Welsh cantref.) The family place was Plas-yn-Iâl, Bryn Eglwys, near Wrexham. There is a Yale chapel in Bryn Eglwys Church and many monuments to the Yale family, and there are still Yales in Denbighshire.

The Yales came back to England in 1652 (the country then being Puritan) and settled in London. Elihu Yale went to India as a servant of the East India Company and did exceptionally well, becoming Governor of Madras and acquiring a large fortune. He left India in 1699 with his fortune, but under something of a cloud—the usual fate of Company servants who made fortunes—and settled at Erddig Park, on the outskirts of Wrexham. At the same time he bought a diamond merchant's business in London.

The family must have kept in touch with friends in America, for in 1700 an appeal was made to him for funds to help a school which had been started in New Haven. His response to that appeal was such that the school became a university and was named after him.

Wrexham, the largest town in North Wales, is not the sort of place that attracts tourists; other than a steady trickle of former members of Yale University who come to visit the grave of their founder. It is, at first sight, an unattractive town, grey and smoke-begrimed, the centre of the North Wales coalfield, with pit-heads all around. It is ignored by the majority of English writers. Bradley does not mention it in his *In Praise of North Wales*, and gives only a few lines to Elihu Yale in his *Highways and Byways*. Those who do mention it obviously regard it as an English industrial town. Piehler, for example, declares bluntly that it is "English-looking and English-speaking."

In fact, there are two Wrexhams. It is not only the centre of a large coalfield, it is the market town of a large agricultural area. It is both Welsh-speaking and English-speaking. I was brought up there and I was brought up to be bi-lingual. Wrexham is the last example of a genuine frontier town in Britain. Because of this, it is quite fascinating.

Daylight Wrexham is English. In daylight, except on market days or when there is an International football match, it might be anywhere in the North Midlands, a rather grimy and architecturally undistinguished town. But on market days half the people you pass will be speaking Welsh, and when the coaches come back at night from Llandudno or Blackpool, the singing is in Welsh and of hymns, not in English and of "hound-dog." In the narrow, quiet back-streets, morning and evening, there is the clack of clogs, and the black-faced men speak Welsh in soft lilting voices. Twilight Wrexham is Welsh.

Beauty? Well, there is none except the parish church. Wrexham Church was regarded as one of the seven wonders of Wales, and I think that it must take its place among the half-dozen finest parish churches in Britain. This is not only because of its tower; the interior is also magnificent. But it is the tower that takes the eye. It is five-storied and wonderfully decorated for the whole of its 135 ft. The ornament is figure-sculptured figures of saints in ogee-arched niches and it increases in elaboration in proportion to the height. This decoration seems to some people to be overdone and to make the tower too heavy for the rest of the building. I have not the scholarship to know whether they are right or wrong. I would be biased anyhow: Wrexham tower and Wrexham bells are among my earliest memories.

I do not think that anyone could honestly deny the beauty of Wrexham tower. At any rate, one of the two towers erected at Yale is an exact copy of the tower of Wrexham Church. I doubt whether even the loyal Americans would have done that had it not been exceptionally beautiful.

A LAST GLIMPSE OF A 150-YEAR-OLD SCOTTISH BRIDGE: Workmen of the Lanarkshire County Council are removing the approach and parapet of the 150-year-old bridge at Elvanfoot, before completing the demolition with explosives. The bridge was built by Thomas Telford, the eminent British engineer, to carry the main Carlisle-Glasgow road across the stream. It was superseded in 1938 by a wider bridge designed to carry modern traffic. The demolition was being carried out during last year, which also marked the bicentenary of Telford's birth. In addition to work in the rest of Britain, he was responsible for more than 100 bridges in Scotland as well as more than 900 miles of roads and improvements at various harbours.

STEEL AND CONCRETE FENCES PROTECT THE SWISS RAILWAYS FROM THE SNOW : The structures stand on the steep sides of mountains at a height of nearly 6,000 ft. above the St. Gotthard main line at Airolo. The fact that danger from avalanche to those travelling to winter-sports resorts and other places in the upper Ticino Valley is regarded as almost negligible is due to the unceasing vigilance and skill of several generations of Swiss engineers and to the "fortifications" which they have built against the snows.

DEFENCE AGAINST AVALANCHE

The Story of how the Swiss Railway Authorities Protect the Alpine Lines from Disaster from Snow

By JOHN STEEL

TO those of us who have been to Switzerland, the sight of an avalanche will always be terrifying. Even when it is seen from a safe vantage-point, the first ominous billow of a newly-born avalanche appearing on the side of a distant valley is an awesome spectacle. After the avalanche has passed, a great belt of forest may have been ruthlessly destroyed. Sometimes, too, as in the great disaster in 1951 at Airolo, in the Ticino Canton, there has been loss of human life.

However, as one speeds rapidly over the St. Gotthard railway to winter-sports resorts such as Andermatt or other places in the upper part of the Ticino Valley, the possible danger that a great International express may be overwhelmed by an avalanche seems reasonably remote. The credit for this is due to Louis Favre, the brilliant Swiss engineer, who was responsible for the construction of the line from Lucerne to Chiasso between 1872 and 1882.

When Favre, following a long and exhaustive survey of the proposed route, began constructional work in 1872, he realised that snow would always be a constant enemy and planned the line accordingly. Nevertheless, in later years the Swiss Federal Railways have spent a fortune in fighting the dangers of avalanches, despite these having been considerably minimised, thanks to Favre's foresight.

To gain some idea of the altitude of this world-famous railway, it is interesting to know that in the eighteen miles between Erstfeld, the beginning of the mountain section, and Goeschenen, at the northern portal of the St. Gotthard Tunnel, the line climbs from 1,558 ft. up to 3,638 ft. ! During so arduous an ascent, the powerful 6,000-horse-power electric locomotive is working its train up gradients varying from 1 in 30 to 1 in 42. This entails a lift of 2,080 ft., and the greater part of the line is cut out from the sheer walls of the mountain valley with peaks towering thousands of feet above it, each one of which is a menacing enemy in winter-time. From Lucerne, the virtual start of the St. Gotthard Line, to Chiasso, in Italy, the distance as the crow flies is 92 miles, but by rail it is 140—48 miles having been added by the engineer's ingenious plans to overcome nature's barriers.

It is not surprising that the average English tourist grumbles that the fares in Switzerland are exceedingly high, yet little does he realise the tremendous magnitude of the task that finally made travel over the Alps an everyday occurrence. There are, in fact, 80 tunnels on the line, with a total length of 28½ miles, and 324 bridges, every one of which has a span exceeding 32 ft. The great tunnel itself is 9¼ miles long with the railway reaching its maximum altitude of 3,786 ft. in its dead centre. Incidentally, at this point there is some 6,000 ft. of mountain above the traveller as he eats an excellent luncheon in the wagon restaurant as the express speeds through at well over 60 m.p.h.! For comparison's sake, 6,000 ft. is roughly equal to thirty times the height of the lift-shaft at Hampstead Underground station, on the Northern Line of the London tube system.

Unhappily, Favre did not live to see the completion of his work, for in 1879, while working in the tunnel, he had a seizure and died almost immediately. He lies buried in the little churchyard at Goeschenen beside the trunk railway which is so splendid a memorial to his vision and inspired skill.

(Continued on following pages)

CONCRETE AND TREES CAN HALT AVALANCHES : The snow-shed on the railway is of strong brick and concrete, and an avalanche pours harmlessly over its roof. The trees on the slopes are some of the forest areas specially planted to disperse heavy snow-falls.

SAFE PASSAGE FOR THE LOTSCHBERG RAILWAY : The fences break the fall of any avalanche. Combined with tremendously strong concrete tunnels, they give the passengers on this Alpine line of the Swiss Railways an almost certain guarantee of safe travel.

THE "SNOW-CATCHERS" ABOVE AIROLO : This is another view of the strong fences i Airolo, on the St. Gotthard line, which is one of the most heavily-protected sp avalanches of all the Swiss Federal Railways. It is very rarely closed because of

READY FOR EMERGENCY IN THE SWISS WINTER : A steam locomotive is coupled to a sn plough which can thus be moved if the electric power system has been put o of order by snow. Above the wheel of the plough is a searchlight for night work

DEFENCE AGAINST AVALANCHE

(*Continued from previous page*)

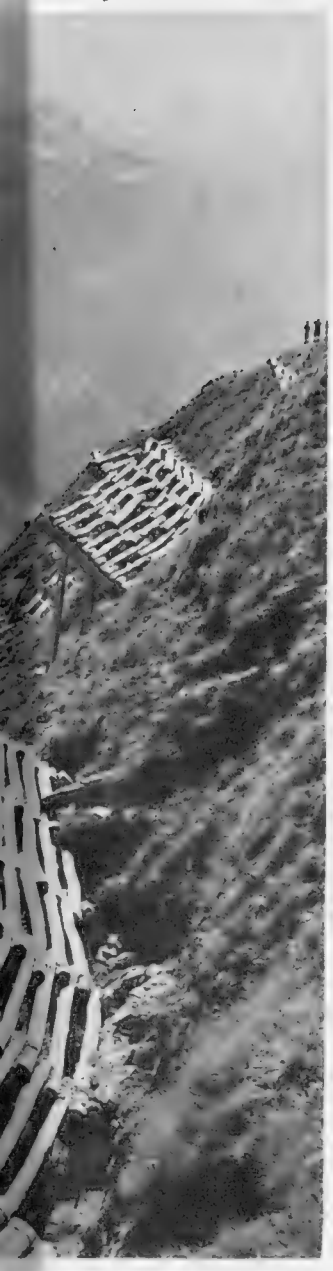
It is, of course, vital that this important artery between Germany, Scandinavia, all northern Europe and Italy must be kept open even in the severest of winter conditions, and so successful are the methods taken to combat snow, that only on the rarest of occasions has the line ever been closed for more than a day or so. Undoubtedly the main credit for this achievement must go to the Swiss railwaymen who man the mountain sections of the St. Gotthard. No more loyal body of men exists, for, like railwaymen all over the world, they are thoroughly enthusiastic over their job. When they sign on for work on the mountainous part of the St. Gotthard they are fully aware that they will always be on immediate call at all times of day and night.

All of them are on the telephone, and quite apart from the usual warnings over the radio, they are also given instant notice of any approaching snowstorm or serious change in the weather. The moment this is received the gangers who look after the permanent-way are at once on the alert, while the crews of the huge rotary snow-ploughs stationed at strategic points along the line are warned to stand ready for urgent action against the snow-drifts.

In addition to these precautions, a vast system of fortifications—no other word is sufficiently descriptive—has been built high up on the mountainside to halt and break up any avalanche. Immense reinforced concrete fences backed by steel railway sleepers and masonry walls 40 ft. high guard all the most vulnerable points. On that other equally famous trans-Alpine route, the Lötschberg, the railway is covered in for long distances by tremendously strong concrete tunnels over whose sloping roofs the vastest of avalanches thunders harmlessly. Large forests have also been planted 6,500 ft. up on the mountainsides by the railway administration as a means of protection against the high-velocity winds which rage at these altitudes. They also prevent soil erosion and, of course, intercept and disperse avalanches.

The total value of these forests alone—much of the forest land in Switzerland is owned by the railway companies—amounts to several million Swiss francs. By far the greater part of this capital investment is devoted to the St. Gotthard line, the Rhaetian Railway and the Lötschberg Railway. On the last-named 10,000,000 trees have been planted over the years.

When the operating authorities know that a heavy snowstorm has broken over the St. Gotthard Pass, an immensely powerful rotary plough is despatched without an instant's delay to the most seriously-affected zone. In the Arctic conditions that may prevail at the top of the Pass, the ordinary type of snow-plough, such as is known in this country, in Scotland or in the Pennines, would be utterly useless. In all probability the engine pushing the plough would be engulfed and main-line traffic held up while a team of workers dug it out! In Switzerland the snow-plough is a self-contained unit, carrying its own boiler to supply steam for an engine which drives a huge rotary wheel in front of the plough. Attached to this wheels are vanes curved in such a way that they will dig into the snow with terrific force and hurl it away from the



HUMAN ALTERATIONS TO THE SHAPE OF THE SIDE OF A MOUNTAIN : The structures which appear to be steps are, in fact, strong walls built below the peak of the Goppenstein, which overlooks the Lötschberg railway. Walls of this kind are sometimes as high as 40 ft. and are able to break a fall from a mountain-top which, if it were allowed to continue unimpeded, might develop into a widespread and disastrous avalanche.

A SNOW-PLOUGH IN ACTION : The force of its rotary wheel hurls the snow as much as 100 ft. from the track. A Swiss snow-plough is a self-contained unit carrying its own boiler for steam for the power to drive the wheel.

AN EXPRESS UNTROUBLED BY FEAR OF SNOW : Heading for Milan, it emerges from a snow-shed high up in the Alps. For all the vast system of anti-avalanche fortifications, the main credit for keeping the mountain lines open must go to the Swiss railwaymen who are always on immediate call.

track. A steam engine may be used to propel the plough if for any reason overhead electric wires have been temporarily put out of order by snow or frost.

The wheel may, of course, be spun clockwise or anti-clockwise, according to the direction of travel. Some of the colossal force behind the plough may be gauged by the fact that the snow is thrown from 50 to 100 ft. from the side of the track. It can clear snow over a width of 10½ ft. at a speed varying from 1.24 to 6 miles per hour. The amount of snow thrown is 1,547 lb. a second ! Needless to say, with the snow going so far away from the line the chances of drifts re-forming are extremely remote. Day and night while the danger lasts the snow-plough and its crew patrol the railway and just as soon as another fall comes, it is efficiently dispersed. The bill, incidentally, for clearing away the snow in any average winter comes to about 2,000,000 Swiss francs, over £160,000 a year.

Far up the St. Gotthard Pass is the little village of Wassen, which can be seen for miles as its church, brilliantly floodlit at night, stands on a high rock commanding a view of the entire valley. There the train changes direction as it speeds through a spiral tunnel cut through the solid rock in order to help the railway to gain height. A fleeting glimpse is caught of the churchyard where many railwaymen lie buried, then the express turns south again.

Wassen is a railway village ; most of its inhabitants have known of snow-drifts from between 10 to 15 ft. high, and of winds so fierce that no man can stand against them. Gusts of up to 120 miles per hour have been officially recorded. Yet from 1882, when the line was opened, they have proudly maintained a cherished tradition—" The line must be kept open." Soon after Wassen is the entrance to the St. Gotthard Tunnel, which pierces the barrier of the Alps between north and south Europe. In its length the north is left behind, for at Airolo comes the south with the musical Italian language and the sound of church bells in the tall campaniles. At first sight it seems a softer, more beautiful land with its southern architecture, lovely blue skies and mountains that are no longer quite so wild.

In 1951 there occurred one of the worst disasters in the history of the St. Gotthard railway. For many years traffic had proceeded swiftly and safely on its way, for the likely paths of avalanches had all been carefully noted and the track well protected. Then one night came threats of avalanches from parts of the mountainside where no living inhabitants had ever seen them before and where protection was deemed unnecessary. The railway staff were alerted and passenger and goods trains were stopped well away from the threatened area. In the dead of night the avalanches thundered down on to Airolo, sweeping rocks and forests before them at a speed of more than 60 miles per hour ! A great part of the main street was buried and inhabitants sleeping peacefully, in secure belief that any avalanche would at least pass well clear of their homes, lost their lives. But the vigilance of the railwaymen saved all passenger trains from catastrophe.

For a short while the line was closed. Since then further sums have been spent annually in strengthening the defences. By such means the Swiss carry on their never-ending war against the vast forces of nature. The thousands of passengers who use the Alpine trunk routes travel with a factor of safety as high as the greatest railway engineers in the world can make it.

GYPSIES OF THE CONGO

The Lokeles, a Nomadic Tribe Living in the Upper Regions of the Congo, make a Living by Thieving

WHEN retiring for the night, visitors to the outpost of Yangambi, in the Belgian Congo, are often tempted to leave the windows of their sleeping quarters wide open because of the overpowering heat. More often than not they are astonished when advised to take precautions to ensure that the windows are securely fastened and doors closed and locked. But the advice is usually taken when it is explained to them that they are in an area inhabited by the worst thieves in the whole of Africa—the Lokeles. Capable of walking more silently than cats, these gypsies of the Congo have been known to steal everything from guests' rooms while they are asleep—even articles left on the bedside table.

A nomadic tribe living on the banks along the upper regions of the Congo between Stanleyville and Bumba, their reputation extends back to the time when they were the fiercest enemies of Stanley and his explorers. To this day they have maintained their attitude of aggressive hatred of foreigners, although it is not nearly so strong as it used to be. Thieving is now their chief means of livelihood, with occasional attacks on neighbouring tribes whose villages they ransack. The arrival of Europeans has given them a rich source for their thieving. By day and by night they wander up and down the waterways in their dugout canoes, looking for opportunities to break into and ransack houses of the white population. Any house that is near the water is particularly liable to be robbed during a night visit by the Lokeles, who are also extremely skilful at stealing merchandise from river steamers under cover of darkness.

Their reputation is such that they are forbidden to enter the equatorial province, or to paddle further down the river than the town of Bumba. But they are to be met on all the Congo tributaries between Stanleyville and Bumba, particularly on the Tshopo, the Lindi, the Lomami and the Aruwimi. At the junction of the Aruwimi, where the stations of Basoko and Elisabethville are based, there was a major battle between Stanley, the Lokeles and Topokes in the spring of 1877. The explorer was desirous of landing on the river bank when suddenly, without any warning whatsoever, a swarm of enemy war canoes appeared, far more numerous than they had met before, and attacked the expedition's small advance guard. It is interesting to recall the battle which raged there, near the spot where now stands a large Unilever factory.

Historians have established that Stanley's boat, the *Lady Alice*, was some 50 yards ahead of the other boats. One of his principal companions was on the right flank with the boat *Ocean*, and the left flank was protected by another small boat, the *London*. Between these three were grouped about twenty boats manned by Zanzibar natives, with their wives and children holding large shields to protect the spearsmen. The enemy force was very imposing, consisting of some fifty-four large boats. They were led by a massive canoe, driven by eighty warriors. There were forty paddles on each side of the craft and as they drove the boat through the water they chanted a fierce war-song at the top of their voices. At the prow were ten young warriors crowned with parakeet plumes, while at the stern eight men steered with long ivory-handled oars. Between the two ranks of oarsmen ten men, who gave the appearance of leaders, or chieftains, performed a war-dance. Their heads were tossing from side to side with tall plumes and their arms were decorated with shining ivory bracelets. It was a magnificent, awesome sight.

In the tremendous noise of huge drums, a hundred ivory trumpets and over 2,000 natives singing their war-songs, Stanley turned and shouted to his men: "Stand firm, wait for the first lance to be thrown, and do not fire till after that, but aim true. Do not all fire at once, and do not fire until you are sure of your man. And do not think of flight, because it is impossible!"

A few seconds later the enormous leading canoe turned broadside about 50 yards from the *Lady Alice* and opened fire on the little boat, hurling a volley of lances while the oarsmen lay down to enable the spearsmen to throw over their heads. Stanley and his men replied by opening fire, and as the smoke cleared the enemy could be seen retreating to the banks. The encounter was Stanley's fiftieth engagement with the enemy. To-day, apart from fishing and theft, the Lokeles are traders, loading their canoes with bananas, dried fish and manioc for sale to the crews and passengers of passing steamers, which they paddle out in full force to meet in mid-stream.

In some places the canoes mass together, forming Lokele floating villages. Tourists come from far and near to see these villages, for the nomads still live in the same ways as their Congo ancestors.

THE CONGO GYPSIES RELAX AT HOME: To the nomadic tribe of the Lokeles—referred to as the Congo gypsies—home is on the banks of the Upper Congo between Stanleyville and Bumba. Thieving is their chief means of livelihood, but they also make a living by selling goods to passengers of passing river craft.

A LOKELE HOUSEWIFE PREPARES A MEAL IN HER CANOE: The nomads spend all their lives on water, but apart from the habit of canoe-dwelling, their conditions of life differ very little from those of other equatorial tribes. The canoes are centuries-old, and those used for sleeping in have a flimsy straw roof.

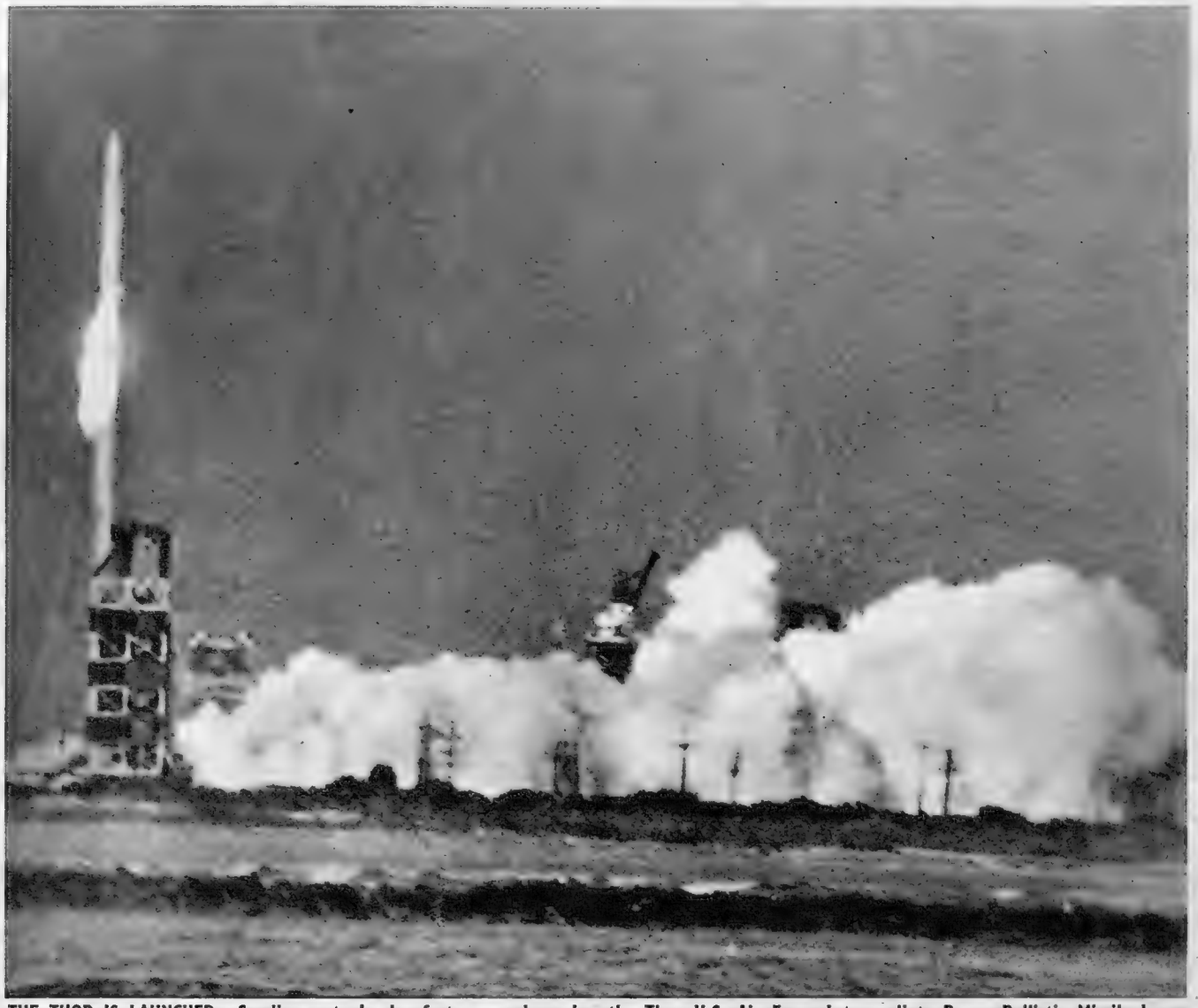
NEW TRENDS IN BUILDING

Constructions of Unusual Shape Spring up in France, Germany and Stockholm

A MODERN SUBURB FOR AN ANCIENT FRENCH TOWN : The two pictures reproduced above show the modern methods which have successfully been adopted in the building of La Guérinière, a completely new suburb of the ancient town of Caen, in France. The suburb is now entering the final stages of construction. In the *left-hand* picture scaffolding is still erected round the building which is to be La Guérinière's civic centre. Workmen on the site have given the imposing structure the nickname " le Champignon " (" the mushroom "). The top part of " the mushroom " is a water-tower, while the circular gallery underneath will be used for various administrative offices, shops and a post office. In the second picture of the self-contained civic centre an impression of its size can be gained by comparing it with some of the new suburb's multi-storeyed blocks of flats. The crane in the centre is being used to lift building materials for construction of the roof of the flats on the right. Altogether there are twenty-two blocks of flats in varying styles. The poles erected along the pavement are typical of the ultra-modern design of the street lighting. It is expected that the suburb of La Guérinière will house about 12,000 people.

A CONTRAST IN ARCHITECTURE : Built close to the sides of the old bell tower of St. Johannis Evangelical Church at Wuerzburg, in Germany, these two slender steeples are in the modern architectural idiom. The architect commissioned to restore the church decided to build the new steeples instead of reconstructing the old tower.

AN ULTRA MODERN CHURCH IN STOCKHOLM: Situated at Oxeloesund, a few miles south of Stockholm, this new ultra-modern place of worship has been built in concrete and glass. Since its construction the church has served as a useful landmark for ships, as the town of Oxeloesund is situated near the Baltic Sea.



THE THOR IS LAUNCHED : Sending out clouds of steam and smoke, the Thor U.S. Air Force Intermediate Range Ballistic Missile leaves its launching pad. The launching of the Thor was the climax of three consecutive missile tests at Cape Canaveral, Florida. The first, an Atlas, and the third, the Thor, were successful. Only the Jupiter, launched on the second day, fell short.

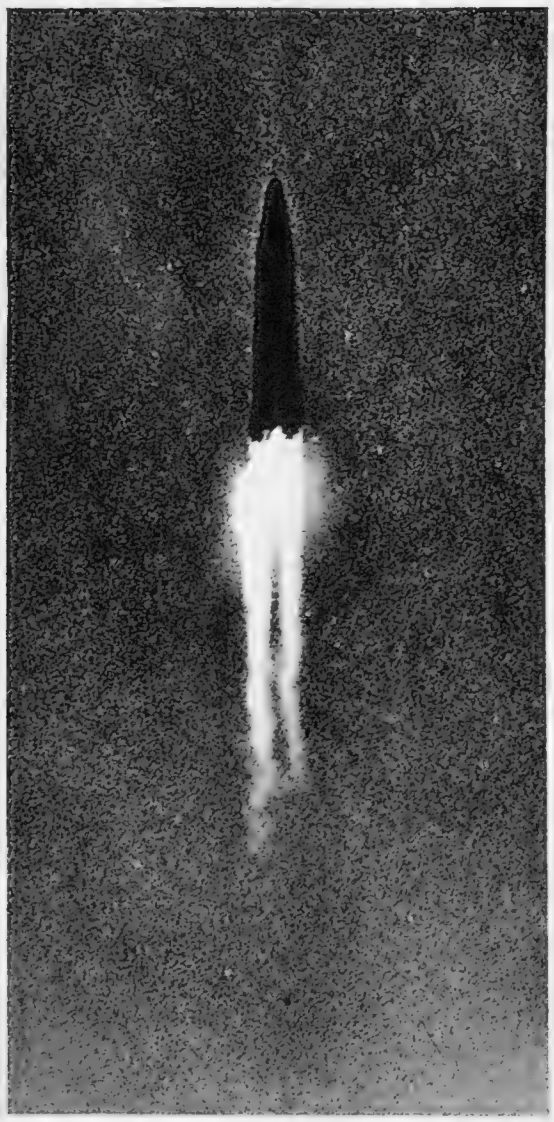
ROCKET TESTS IN FLORIDA

Three Missiles are Tested on T
Successive Days at Cape Cana

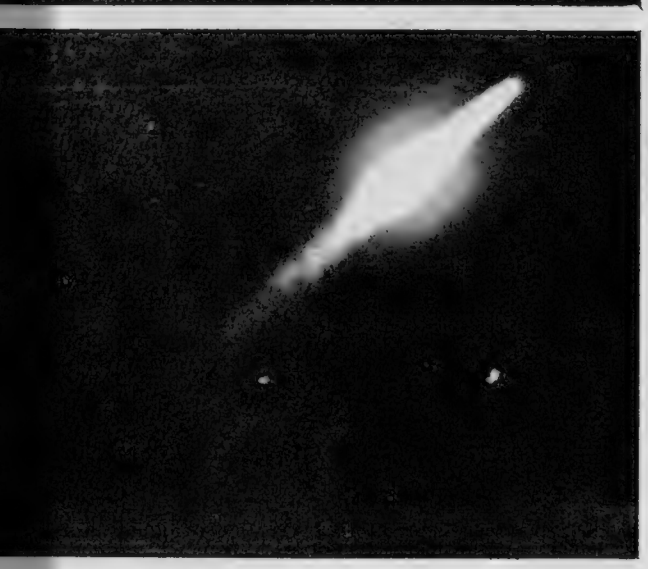
Only the Jupiter missile, the seco a recent trio of rocket launchi the United States launching site a Canaveral, Florida, failed to compl flight on account of technical diffic The first, an Atlas, designed to trave 5,000 miles, covered a distance of 500 miles before dropping into the in what was called a "limited range" It flew its prescribed course and land the pre-selected impact area. The a 90-ft.-long inter-continental bal missile, failed to complete its flight as previous test launchings. The Dec launching was the first successful fir a United States ICBM.

The third missile to be launched Thor, which, unlike its predecessor last month, did not fall short but, i words of the Department of Def "flew its prescribed course and land the pre-selected impact area."

The three consecutive missile l over a period of three days indicat extent to which the rocket launchi gramme has been stepped up since failure of the satellite-bearing Van on December 6. It has been sugg that an Atlas missile could put a sa weighing a ton into orbit around Earth, but the necessary modifica would take between six months and The Convair Company, manufactur the Atlas, are discussing this poss with the U.S. Government. Mr. Dou Secretary of the Air Force, has t Senate Missile Committee that th squadron of inter-continental mis expected to be operating in two



THE ATLAS TAKES TO THE AIR : Two views of the Atlas Intercontinental Ballistic Missile which was the first of the missiles to be launched in the three-day series. Having a range of over 5,000 miles the Atlas on this occasion only covered a distance of some 500 miles on a short-range test. The rocket did, however, land in the pre-determined target area in the Atlantic south-east of the Florida launching site. The Secretary of the Air Force, Mr. James Douglas, has told the Senate Preparedness Sub-Committee that the Atlas should be ready for use as an inter-continental missile in about two years' time. This estimate is considerably more optimistic than most unofficial guesses at the probable target date. *On right*— An Atlas photographed just after launching during an earlier test flight made last June. The halo around the exhaust flame was caused by the reflection of the intense light from the missile in the camera lens.



BREAKING THROUGH THE SKY: Three stages in the flight of the Thor, launched from the missile testing site at Cape Canaveral, Florida. The *top* photograph shows it at a height of about 60,000 ft. In the *middle* picture it is beginning to level off, and the *bottom* picture shows it as a tiny speck of light rapidly heading for the horizon. Later it fell in the predetermined target area. The Thor is an intermediate range missile. In a test made the day after the Vanguard failure last month the Thor landed short of its intended target.

A PLUME OF FIRE: The Thor, a moment after its launching. From the thrust chamber a cloud of flame shoots out. A previous Thor launched earlier in December fell short of its target area. This 1,500-mile-range missile, which is capable of carrying a nuclear warhead, reached its target area successfully.

FIT FOR A PRINCESS

A Steel Yacht for Princess Beatrix of Holland

ON TRIAL ON THE YSEL LAKE: The steel Lemsteraakyacht *De Groene Draeck*, which has been built for Princess Beatrix, eldest daughter of Queen Juliana of the Netherlands, undergoes its sea trials. The brand-new sails still show creases. They were made in Friesland, where the Lemsteraakyacht type of yacht originates. In accordance with design traditions many parts of the vessel have been ornamented by wood carvings, the most notable being the rudder head which has been carved in the shape of a dragon. The name of the yacht means in English "The Green Dragon." Some of the carvings, including those at the back of the cockpit, which is large enough to hold eight people, were designed by the Princess herself. The yacht, which is nearly 50 ft. in length, was built by Amsterdam Shipyard Limited, G. de Vries Lentsch Jr. Its hull is built of steel, riveted for the greater part. The accommodation includes two cabins, a main saloon, crew's quarters and a well-equipped modern galley. The yacht is equipped with a Perkins marine diesel engine. A picture of the launching appeared in THE SPHERE of June 15.

On right—

THE COMFORTABLE SALOON: The double sofa can offer sleeping accommodation for two people if necessary. A writing-desk, buffet bar and gas fire contribute to the snug atmosphere of the cabin.

A VIEW FROM AFT: The deck of *De Groene Draeck* is made of rift-sawn moulmain teak. Mast and booms are of Oregon pine, and hatches, skylights and other projections are teak. Some of the carving has been executed to Princess Beatrix's designs.

A STRANGE SCOTTISH HOUSE

Once the Village Church, and now an Up-to-date Home

THE TRANSFORMATION: This house was once the United Free Church of Benderloch in Argyllshire, Scotland. An Oban couple, Mr. and Mrs. Douglas Forbes, who were house-hunting, saw that it was up for sale and bought it for £120. Since then they have spent about £1,800 on conversion and improvements, but the total is modest in comparison with the spaciousness and comfort of their new home. The top part of the church has been turned into four bedrooms, and a bay window has been built on to the front. The vestry is now the kitchen. *On left, above*— The hall of the new home. Here there are few traces of the building's former ecclesiastic connections.

On left—

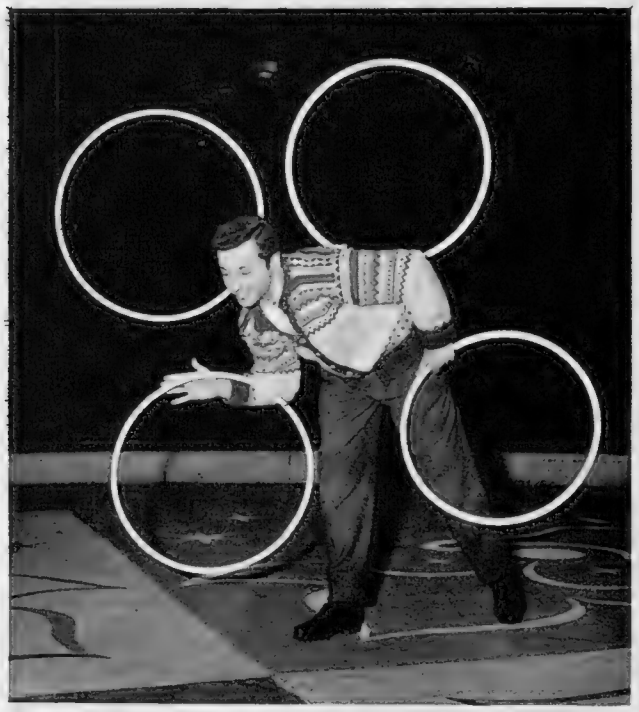
A "GOTHICK" BEDROOM: The outline of the original Gothic window at the end of the church has been retained, forming an archway. Mrs. Forbes stands in the new bay.

THE DRAWING-ROOM OF A CONVERTED CHURCH: Mr. and Mrs. Forbes and their Labrador and Pekinese dogs take their places at the domestic hearth of the house which was once the Benderloch church. The Forbes are contemplating further improvements.

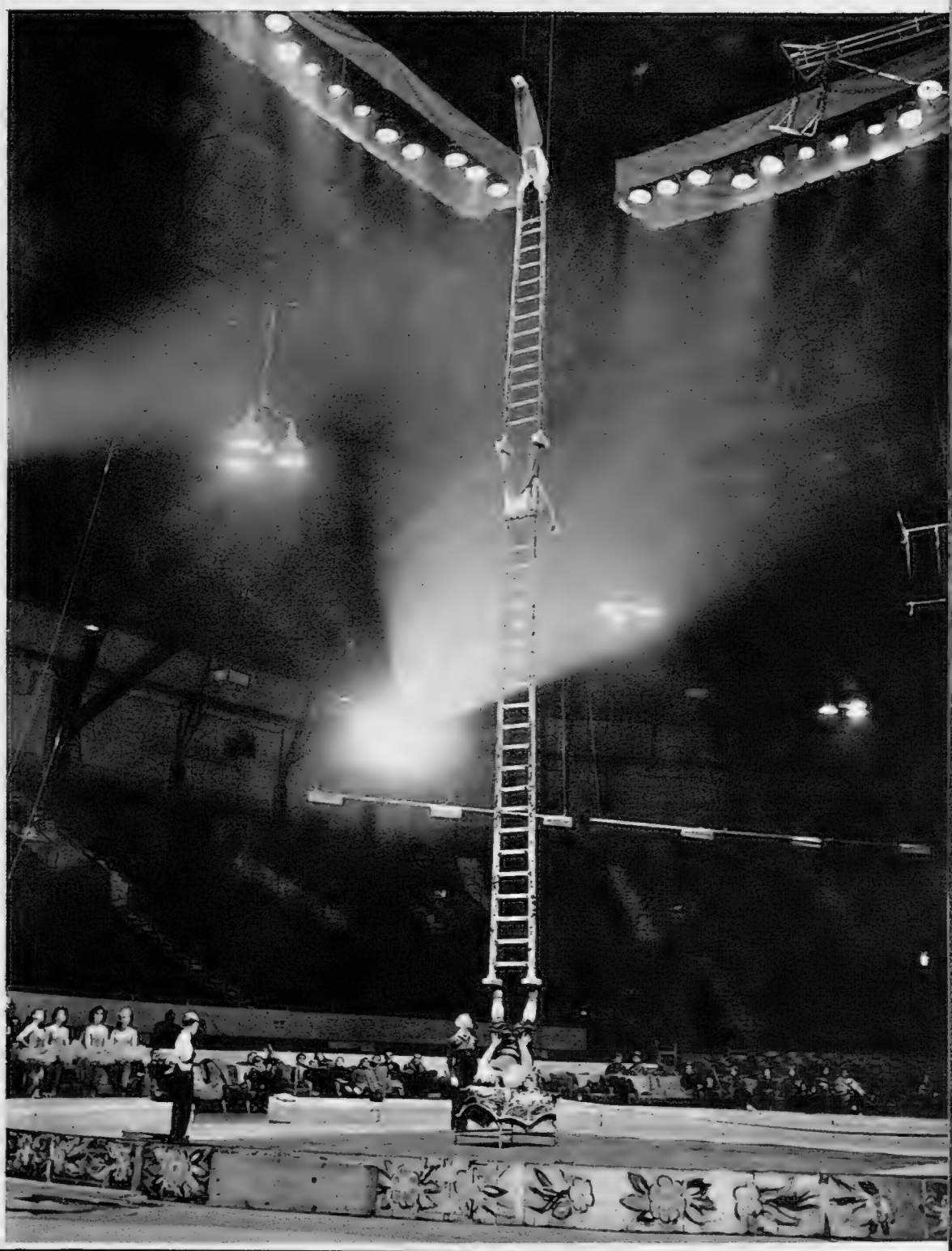
RUSSIA TOPS THE BILL AT HARRINGAY

Tom Arnold's Circus is a Major International Event

BEARING A HEAVY LOAD: Alfonse Arndt carries one of his polar bears on his back during his act in Tom Arnold's Circus at the Harringay Arena in North London. The dozen polar bears, together with their trainers, Alfonse and Doris Arndt, have come from the Circus Krone in Munich, Germany.



A HOOP-SPINNING WIZARD: Bob Branson gives a polished display of hoop-juggling in the circus. He comes from Sweden, and is making his first appearance in England at Tom Arnold's Circus, among many other artistes with international reputations.



IN DEFIANCE OF GRAVITY: The Milaiewa Group from the Moscow State Circus carry out one of their frightening and spectacular feats of equilibrium. Evgeniy Milaev supports the ladder on his feet while, 70 ft. above the ring, his fourteen-year-old son Alexander balances on his hands. This Russian company occupies the top of the bill in Tom Arnold's Circus at Harringay. An international programme which includes acts from the United States as well as the Soviet Union, numbers among its animal attractions Billy Smart's skiffling elephants, the almost human chimpanzees of the Belgian, Al de Jonghe, and the polar bears of Doris Arndt from Germany. There is some spirited musical knockabout comedy from the Spanish clowns, Rene, Regelio and Celito Rivels, and a daring aerial display by the two men and a girl of Les Trois Antares. Vera Serbina from the Moscow State Circus performs Oriental dancing displays while poised on the high wire.

On left—

A THRILLING KNIFE-THROWING ACT: The Two Lemoines come from West Germany. The lady is not only facing a hail of knives thrown at her by her husband, but she is rotated on a movable target as well.

The World of Books

A PROPHET WITH HONOUR

J. B. Priestley's Latest Essays ; Sir Harold Nicolson in the Far East ; Ouida and Ella Wheeler Wilcox ; An Anthology of Spies ; Storm Jameson's New Novel

THE lion and the unicorn are such familiar figures to all of us in this country that they are accepted, not only without question but without differentiation. This, thinks Mr. J. B. Priestley, is more than a pity since the well-publicised lion is a creature of this world, subject to time, whereas the unicorn escapes that withering process and remains "the symbol of the imaginative, creative, boldly inventive, original, and individual side of the national character." In one of the most lively and boldly inventive of the essays in his new book, THOUGHTS IN THE WILDERNESS (Heinemann. 21s.), Mr. Priestley develops this theme. In other chapters he writes of education in an unconventional way; of publishers; of the newest novels and, among many other subjects, of Billy Graham. A vital book: profound, funny and full of life.

Just over a year ago a number of Sir Harold Nicolson's friends subscribed to a seventieth birthday present which took the sensible form of money and this he spent on a sea trip with his wife to the Far East. JOURNEY TO JAVA (Constable. 21s.) is one of the results of his voyage. It is a meticulously kept travel diary, a record of the writer's chosen reading during the long, leisure hours, and the conclusions to which his books and his study brought him. Urbane, thoughtful and, at the same time, often personal to the point of triviality.

FORTY YEARS IN THE WILDERNESS (Robert Hale. 30s.) is Mr. H. St. John Philby's latest volume of autobiography. As well as its account of his own Arabian experiences, the book explores the reign of Ibn Saud and the rise, decline and fall of a theocratic state. Knowing the country as he does, the author is able to write with rare authority and with an intimate understanding of the one deciding factor in its history. This, it is surely unnecessary to point out, is oil, its discovery and its exploitation. Whereas Arabs had been able to bear poverty with fortitude and dignity, it has been prosperity that has put them to the test and often found them wanting, weakened in both their moral and their religious lives. Mr. St. John Philby's book is, like his earlier works, of extreme interest and his range as wide as it is humane.

The life of an Embassy Social Secretary is the theme of a book by Miss Letitia Baldrige, who worked in that capacity for three years in Rome for the then American Ambassador, Mrs. Clare Boothe Luce. Any autobiography, however austerely planned, must be revealing and Miss Baldrige's ROMAN CANDLE (Robert Hale. 21s.) is at least as revealing as most. It has been written with immense enthusiasm, divided between a beautiful country and a brilliant boss, and with a charming demonstration of candour. Tact is, of course, a requisite of any personal secretary or assistant and this the writer evidently has. Luckily for the reader, she has plenty of frankness as well and it is in the most down-to-earth, undecorated passages that the secretary-turned-author is seen at her best.

TRUE ACCOUNT (Max Parrish. 21s.) is an apt title for the reminiscences of a City merchant. The author was born into the Tennant family seventy years ago and his rich life of travel, business, sport and entomology has, so far, included such hair-raising incidents as being mauled by a lion or looking after the financial affairs of his kinswoman, Margot, Lady Oxford and Asquith. Mr. Ernest Tennant's book has no especial literary pretensions but it has plenty of vitality and the imprint of a devoted keeper of journals.

Mr. W. Macqueen-Pope writes in a mood that is frankly nostalgic and takes a backward glance down the years in GIVE ME YESTERDAY (Hutchinson. 25s.). Unlike much of the work of this foremost theatrical historian, not all the present book is devoted to stage memories. There are Boer War memories, stories of London in the days when Rotten Row was a social "must" as a meeting-place, and anecdotes of railway journeys and pioneer lady bicyclists. I would have liked even more photographs to illustrate the text. Those that Mr. Macqueen-Pope has chosen fit their subjects admirably.

THE FINE AND THE WICKED (Gollancz. 21s.) is Miss Monica Stirling's biography of Ouida, and a study of that writer's life and times which has been designed to do justice to its central figure without minimising some of the odder aspects. Ouida, so immensely popular at the height of her fame, has since become the target, not so much for abuse, as for such classic examples of the inept as "All rowed fast but none so fast as stroke." It has even been said that one of the writer's sporting characters entered a two-year-old for the Derby. What emerges from this biography, as from two earlier ones that I remember, is an impression of a woman, slight and not ill-favoured but with every affectation of speech, dress and behaviour that would be most calculated to repel. In spite of these drawbacks she had considerable integrity of character, a devotion to her canons of beauty and to animal life, and was a writer of whom Max Beerbohm said: ". . . that unique, flamboyant lady, one of the miracles of modern literature." It is just fifty years since her death and this tribute of Miss Stirling's is well-timed, as is her choice of quotations. I particularly liked Norman Douglas's appreciation, written many years after Ouida's death: ". . . a woman of wide horizons who fought for generous issues and despised all shams; the last, almost the last, of lady authors."

A YOUNG NOVELIST AND HER FIANCE: Photographed together in public for the first time are the twenty-two-year-old French novelist Françoise Sagan and her fiancé, Guy Schoeller, a director of a bookselling company. They were at the opening of a new revue in Paris. Mlle Sagan's novels *Bonjour Tristesse* and *Un Certain Sourire* have recently been filmed.

In her book of essays, A VISIT TO MRS. WILCOX (Cresset Press. 21s.), Miss Naomi Lewis writes of another near-fabulous character, a poet or poetaster, according to one's critical standards, who had great popularity both here and in her native United States and whose little volumes, often bound in coloured suede, were a familiar sight in so many houses forty years ago. Ella Wheeler Wilcox was, according to the essayist, "the best unacceptable poet who ever lived." She was also a woman of determination and the inspirer of the most distinguished essay in a highly polished collection.

Hunting men, fishing men, cricketing men—all these have their anthologies, so why not, ask the publishers, the spy? They have answered their own question with a natty little compendium edited by Mr. Graham Greene and Mr. Hugh Greene, THE SPY'S BEDSIDE BO (Hart-Davis. 15s.). This neatly shaped and well-l book has a disarming jacket design, a formidable lis contents and a far from limited appeal.

Dick Francis is possibly the unluckiest jockey has ever ridden in a Grand National. He was the b liant, luckless rider of the Queen Mother's Devon Lo who appeared to have the National safe in keep But as the grandstand and enclosures began the f chords of their ovation, his horse sprawled on fours across the course and fell to the ground. Jo Francis tells of his chagrin in his excellent book T SPORT OF QUEENS (Michael Joseph. 21s.). He too, of his great days on the Turf.

The art of the primeval world, which has burst us anew since the opening up of the Lascaux Cave the subject for Geoffrey Grigson's survey, T PAINTED CAVES (Phœnix House. 30s.). The bo is the outcome of an extended tour in France and Spa taking him not only to Lascaux and Altamira, bu some of the lesser-known caves in the Pyrenees.

THE TWICE-BORN (Hogarth Press. 30s.) is a seri psychological study, by Dr. G. Morris Carstairs, community of high-caste Hindus. The author was b and spent his early years in India, returning there rece to work on an analysis of the essential difference bet the European and the Hindu mentality. Schei informed and, as Margaret Mead says in her preface, of vivid, moving and strange detail.

Leading this week's list of novels is Miss Sto Jameson's mannerly and sensitive story, A CUP OF T FOR MR. THORGILL (Macmillan. 15s.), which I h read with the greatest enjoyment. The backgro change from Oxford and the academic life to the E End of London and to Venice; the people are equa varied in kind as in character. What remains cons throughout and the reason for the excellence of this b is the author's elegance of style and her absolute com of her created beings.

GOODNIGHT PELICAN (Chatto and Win 13s. 6d.), by Mrs. Diana Marr-Johnson, is very muc woman's book: by, for and about. The setting is h in the 1920's and the plot concerns a young Eng woman, the man she falls in love with and the m dominating mother. The triangle is not unfamiliar, b is freshly treated here and one can only spare an occas twinge of compassion for the male puppet who ma vital to the story's construction but is no match fo women who dispute over him.

COUSIN HARRIET (Duckworth. 12s. 6d.) is a n in the form of Victorian letters and diaries by Sir Tweedsmuir and evokes a faraway, polite past of cou house visiting and minor social dramas. Lady Tw muir writes gracefully of that more formal age and achieved a pleasant, warm-hearted story.

The mystery of one of the Tsar's daughters, said still living in a cottage in the Black Forest, has inte novelists, playwrights and scenarists. Mr. Hans Ne novel is a reconstruction of such facts as are known an attempt at fitting them into a possible pattern. matter what the likelihood, ANASTASIA (Methuen. is an exceptionally dramatic theme and the translator Mr. Stuart Hood has been smoothly and effectively

Vernon Fa

HUMOUR AS A WEAPON

Danish Resistance to Germany

The story of the Resistance movement in Denmark is linked, of course, with Danish courage and persistence, but it is linked no less with the national sense of humour, for how powerful is the spirit of raillery in the presence of a would-be dignified occupier. The comic side of the tragi-comedy was ever uppermost in Danish minds during the war. Even in the underground newspapers space was devoted to cartoons ridiculing the heavily-loaded German soldier as he dragged his way to the leave train with the loot that had come his way. It was robbery—unashamed robbery—but the Danes had to laugh at it. In THE SAVAGE CANARY (Cassell. 18s.), David Lampe places this Resistance story in excellent perspective. He shows how the organised Resistance groups were deeply damaging to the German regime. They were matched almost by the unorganised saboteurs who did wonders—for instance, by dumping pounds of sugar into the cement they mixed for gun emplacements and thus ensuring they would crumble at the first shot. The Copenhagen postman who scrutinised all letters he delivered to Gestapo H.Q. was another useful type, because he threw away every missive which he suspected to be the handiwork of an informer. The author is full of grand stories, because the humour will keep bubbling to the surface even at the most desperate times. According to one tale, a fisherman was sitting on Esdjberg Quay reading a copy of *The Times* brought over from England by fishing-boat. When a Wehrmacht officer strolled past and noticed the newspaper he suddenly turned and snarled, "Where did you get that paper?" The fisherman, showing every sign of overmastering fear, stammered out, "Oh—er—you see, I am a subscriber."

Rather like T. E. Lawrence's famous campaign in Arabia, the war in Abyssinia in 1940 was really a sideshow of a sideshow. J. F. Macdonald, a subal serving with a West African regiment, is just the ma tell us about this war in which he pursued Italian troo dêep into Ethiopia. In ABYSSINIAN ADVENTU (Cassell. 16s.) he writes, with verve and a wonde sense of humour, of how they passed through ma villages resplendent with façades of palatial Ita architecture and grand imitation porphyry baths (e if there was no water). The troops revelled in it and at times they ate and drank like lords. Mr. Mac donald makes no apology for bringing this unpre tious little campaign to our notice; nor need he. Fr the Indian Ocean to Lake Rudolf he carries the narra forward at a rare pace.

To an obbligato of storm and flood, raging tempe in the Seven Seas of the World, Edward Rowe tells his story of shipwrecks. THE VENGEFUL SE (Alvin Redman. 16s.) is a grim narrative, and M Snow has collected some of the grimmest tales of fight for survival against the elements, not the less them being his account of the Portland Gale of Nove ber 1898. This great gale swept along the shore Long Island and New England, raging with unprecedented violence for twenty-four hours and tapere off ferociously enough in the following ten hours. T list of vessels lost in the Portland Gale occupies pages of Appendix B to the volume. One of the most dramatic chapters deals with the sinking of the Ital

OUTSIDE THE CITY WALLS

The City of London's immediate environs have as long a history as the City itself. The area of Spitalfields lying against the East wall was possibly a burial-ground in the days of the Roman occupation. In the Middle Ages it derived its name from the Priory of St. Mary Spital (founded at the end of the twelfth century), and by the second half of the seventeenth century open fields were giving way to domestic buildings. Then came the period when it was a centre for silk-weavers—many of them Huguenot refugees. A little later it appears by a nice paradox also to have been a resort for Roman Catholics seeking relief from the harsh anti-Papist feelings of the City. Oddly enough, Spitalfields did not have a proper entity of its own until it became a parish in 1729.

The latest addition to the London County Council's SURVEY OF LONDON (the Athlone Press, University of London. 50s.) deals with *Spitalfields and Mile End New Town—The Parishes of Christ Church and All Saints and the liberties of Norton Folgate and the Old Artillery Ground.* It is Volume XXVII in the series, but it is the first result of a new policy initiated by the L.C.C. Town Planning Committee. In the past the selection of areas for the *Survey* has been somewhat haphazard. Now attention is to be concentrated upon the central areas of London which contain a large proportion of London's finest surviving buildings and where much reconstruction is being undertaken at the present time.

A FINE EARLY EIGHTEENTH-CENTURY CHURCH: The West Front of Christ Church, Spitalfields, from Paternoster Row (now Brushfield Street) in 1815, is seen in a print reproduced in the latest volume of the *Survey of London* which is reviewed in this column. The famous architect Nicholas Hawksmoor built the church between 1714-1729.

The general editor of the *Survey* is F. H. W. Sheppard, formerly Assistant Keeper at the London Museum. He has produced a masterly piece of research which makes fascinating reading. There can be scarcely a building of which details of its construction or of previous buildings on the site are not given in detail, with information of those who in the past have lived in or had association with Spitalfields. The politics and economics of the various periods fill in the background.

Plans, diagrams, sketches and maps abound and there is a splendid section of photographs, many of them showing buildings now demolished. Naturally, considerable space is given to the glory of Spitalfields—Christ Church. This is one of Nicholas Hawksmoor's greatest works and was built between 1714 and 1729 under the auspices of the Commissioners for Building Fifty New Churches in London. The full records of its construction have only recently been discovered and are published here for the first time. Such a carefully detailed and exhaustive volume as this will long remain a vital work of reference for all those interested in the development of the world's greatest city. C. D.

PANTOMIME IN ITS ORIGINAL FORM: Now appearing in London at the Princes Theatre is Tivoli's *Pantomimeteater*, on its first tour outside Denmark. The company has, however, been performing at the famous Tivoli Gardens in Copenhagen for the past 114 years. Bearing no resemblance to the present-day musical variety conception of pantomime, *Pantomimeteater* consists of stories revolving around the exploits of Pierrot, Harlequin, Columbine, Cassander and Pantaloon. The presentation at the Princes Theatre consists of the oldest pantomime in the repertory, *Harlequin's Mechanical Statue* and another almost as old, *Harlequin the Skeleton.* In between the two pantomimes there is a charming ballet divertissement. The Tivoli Company will be in the British Isles for eight weeks and it is hoped that the success of the London season will promote further visits.

CHRISTMAS SHOWS IN LONDON

On left—

A HUMPERDINCK REVIVAL AT SADLER'S WELLS: The Witch (Sheila Rex) locks Hansel (Anna Pollak) in a cage to fatten him up, in a scene from the third act of *Hansel and Gretel*, the famous opera for children, which is now being performed at the Sadler's Wells Theatre. Humperdinck's opera is based on a well-known tale by the brothers Grimm. Its first performance was in 1893. Children of a poor broom-maker, the brother and sister wander into the clutches of a wicked witch who has a habit of baking children into gingerbread cakes. After a number of adventures which include encounters with nocturnal apparitions in a frightening forest, the capture of the children and their preparation for cooking by the witch, they eventually manage to reverse the coin, outwit the witch and bake her into a gingerbread cake.

Two hundred and nine persons survived the sinking through the efficacy of the radio call that was taken by fifty-three ships, but 117 other people were claimed by the sea. Mr. Snow's book, ponderous in theme and only too appropriate to the time of year, is written with skill and an obvious attention to detail.

Harold Gatty, the famous pioneer round-the-world flyer, has produced a new sort of outdoor book. It is called NATURE IS YOUR GUIDE (Collins. 16s.), and the theme is how to find one's way on land or sea, to sharpen up and arouse our innate senses, so that we can get along in wild country. We seem to have forgotten, says the author, that the Polynesians, the American Indians and the Aborigines of Australia made their way without maps and compasses, guided only by their ability to read the signposts of nature. This treatise on the lost art of natural navigation comes down to simple basic facts, and the most basic of them all is the necessity for an aptitude for observation. The only thing to regret about this book is that its very gifted author died while it was going through the press.

Here are two books for the naturalist. Arthur Cadman's TALES OF A WILDFOWLER (Collins. 21s.) has a series of illustrations by Peter Scott. Mr. Cadman is a senior officer of the Forestry Commission in Wales and also an amateur ornithologist of the top rank. This is a book every wildfowler will prize, with its vivid tales of mornings and evenings amid the mud-flats. John F. Burger's AFRICAN ADVENTURES (Robert Hale. 18s.) takes us to the Karoo, the Kalahari and the wilds of Tanganyika. The author's adventures are many and various, but his main preoccupation is with the wild life of the African hinterland he knows and loves so well. R. C. E.

A FAVOURITE CHILDREN'S OPERA: A scene from Act I of Humperdinck's *Hansel and Gretel* shows the two children, Hansel, sung by Anna Pollak, and his sister Gretel, sung by Marion Studholme, playing in their house. When they are sent out to look for strawberries they get lost in the forest and fall into the hands of a witch.

BEFORE AND AFTER THE SEVEN PER CENT. BANK RATE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

FOR most British industrialists 1957 was a calendar gladly discarded. It began with economic uncertainties that were none of industry's business, and ended in rather the same irritating way. To begin with, a blocked Suez Canal, petroleum rationing, and shipping delays were factors industry was ready to cope with, but did not feel responsible for. And the autumn crisis that left the country with a 7 per cent. bank rate and renewed restrictions on investment seemed to British businessmen largely the result of foreign speculation against sterling that again had little to do with them. There were a few months, last summer, when industry was left more or less to its own devices. During that brief interval, the country did well.

Not that 1957 was a year without prosperity. When the White Papers and Blue Books are eventually compiled, the national income will probably turn out to have been—by a tiny margin—the highest ever, and that margin won't have been wholly a matter of higher prices. Many wage-earners "never had it so good," though their jobs were perhaps just that little bit less secure. Some companies had another good year, though, on the whole, profit margins were thinner, and on the Stock Exchange capital gains were harder to get. Middle-class incomes, almost certainly, didn't quite keep up with the cost of living.

But for industry, the key statistic is one official series that rolls up into one figure a month the results of all the multifarious, teeming, inter-related activities of Britain outside Whitehall—the production index. And in 1957, for the second year in succession, that index showed no significant growth in industrial output: the average for the year cannot have been more than 1—1½ per cent. higher than for 1956, scarcely more than back to the level of 1955. There was an upturn in production in the late spring, as the country emerged from the after-effects of Suez. Throughout the summer, total output in Britain was rather higher than a year before. But that rise soon levelled out; by September-October, usually among the peak months for production, it was a little lower than in June.

Since the war, industry has come to regard a steady rise in that line across the production chart as normal; two and a half years on the level have been something to worry about. But that one level line averages out a wide variety of different experience in the country's many industries. For some—particularly engineering companies producing capital equipment for other industrialists—1957 was still a year of boom, even though by the second half of it their demand was slackening. For others, which began the year in recession—the motor industry is the outstanding example—it was a year of recovery, in production and sales, if not necessarily in profits. The tightening of credit in September has probably affected demand for both; but neither group can yet be sure whether it is going to slow down their production schedules for 1958.

For Britain's basic industries, which for years have been toiling painfully along behind soaring demand, 1957 offered another year's chance to catch up their customers. The coal industry, after an impressive start in the first half of the year, gave its extra productivity away by removing the penalties from miners' absenteeism. Nevertheless, it is a long time since Britain has had so much coal in stock; and the National Coal Board is ordering no more imported coal for this year. The steel industry achieved a far more impressive increase in output, bringing in a formidable battery of extra capacity. This enabled imports of steel to be greatly reduced; and by the end of the year, for many kinds of steel, supplies were slightly ahead of demand. However, the resurgent motor manufacturers were yet ahead of demand, and were yet again seeking more sheet steel than the strip mills could promise: one of the country's largest companies has had to order about 40 per cent. of its body sheet from abroad for the first half of 1958.

Motors, last year, displayed once again all their volatility and their resilience. The industry had been cut down quite brutally in the middle of its 1955 spree on the home market, with higher purchase tax and tighter hire purchase terms to curb the British motorists' appetite for new cars. It had a poor 1956; just as it succeeded in switching the emphasis to export, the Suez affair made petrol short throughout the world. The Government, for the winter, moderated its hire purchase restrictions; as rationing began to look steadily less severe, home sales began to pick up. By the late summer, car output was back to the record levels of 1955.

At the October Motor Show, the industry was wondering apprehensively about further hire purchase restrictions, to match the tightening of money in September. To its relief, none materialised. Home sales held up better than seasonally; abroad, British makers had a big success in the United States market (with the American Ford organisation and General Motors dealers helping to market their smaller British vehicles). By the end of the year the industry was producing a record number of cars—often on production lines employing fewer workers than in the 1955 boom. For much of the new plant and equipment it decided to put in in 1954 and early 1955 is now in place and producing more efficiently than the older plant. But not until the industry is working to full capacity again will the full contribution of higher productivity from that new plant be gleaned—nor its full contribution to the manufacturers' profits, which last year were ravaged by the financial aftermath of the 1956 recession.

For many companies, in a sense for the economy as a whole, that problem of bringing new capacity into full operation must overhang 1958. From 1954 to 1957, Britain has experienced an underlying investment boom, with more effort going into re-equipment of productive industry than ever before. By the end of last year, much of it was coming into operation (the Scottish firm of Colville's, for example, had brought in a new steelworks in little more than three years). It would ordinarily have taken a year or eighteen months to work up to full capacity. The question for industrialists who have new plant like this is now how soon the demand will be there for all the extra output it can offer. New plant can usually be put to work; one can take the jobs off older equipment. But this is expensive plant, and much of it was put in to extend capacity, not replace existing machines; to work it profitably, the whole factory needs to be busy, with output expanding. One might almost say the same for Britain.

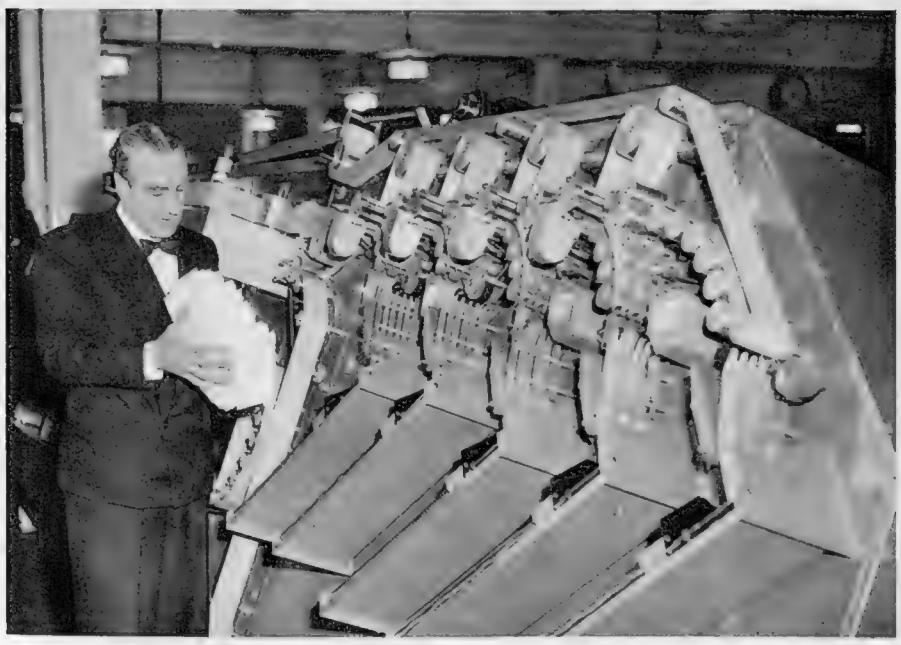
By the spring the country will know whether it can afford to start expanding again. Foreign speculation against sterling has eased, as a result of the Government's determination; within three months we shall know whether general good sense has managed to moderate the pressure for higher wages that do little more than hitch prices up to nullify the extra shillings in the wage packet. If Britain can get through the winter without much further wage inflation, it will be time to take advantage of the big potential increases in productivity that lie waiting in industrial equipment operating below capacity at present. British industry has never been better equipped mechanically; nor have the last two and a half uneasy years extinguished business confidence that the expansion of 1953-55 can be regained. Moreover, it has been partly political factors that have prolonged the current pause in British economic growth; and without being cynical, British industrialists are aware that by Budget time a Chancellor's mind may turn to thoughts of votes.

EN ROUTE TO NORTH AMERICAN MARKETS: A pre-Christmas shipment of 284 Anglias, bound for the U.S.A., is despatched from the Ford Wharf at Dagenham. *On right*—A picture taken earlier this year, showing some of the 1,400 Austins being loaded on board the S.S. *Silver Point* at Avonmouth, for shipment to Vancouver and Los Angeles to meet record orders on the Canadian and American markets. Worth nearly 3,000,000 dollars, the shipment comprised Austin A55, A95 and A105 saloons, Austin Healey "100" sports cars and Metropolitan 1,500-c.c. saloons and convertibles. In the foreground are Metropolitans which had been built by Austin for the American Motors Corporation. At the time of despatch it was the largest single shipment of cars ever sent from Britain. The ship, sailing on her maiden voyage, had been chartered for the Austin Motor Company in order to overcome the shortage of shipping to American and Canadian Pacific Coast markets.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

BRITANNIAS UNDER CONSTRUCTION

Reproduced *above* and *on left* are pictures showing work in progress on the construction of Britannia aircraft at the Belfast factory of Short Brothers and Harland Limited. The view *above* is of the shop devoted to the final assembly. The two aircraft at the far end are Britannia 305s, five of which have been ordered by Northeast Airlines, an American company. They are similar to the Britannia 302, but with strengthened wings and Series 310 wing fuel tankage for long-range operation. The two aircraft in the intermediate positions and that on the extreme left are Britannia 314s. An order for six has been placed by Canadian Pacific Airlines. The wing assembly in the foreground is that of the first Britannia 252 for the Ministry of Supply, who have ordered three such aircraft for trooping work. The inset picture shows the first Britannia 314 for Canadian Pacific Airlines in an advanced stage of assembly. The five main versions of the Britannia are distinguished by the series numbers 100, 250, 300, 310 and 400. The 100 Series is powered by four 3,900 e.h.p. Proteus 705 engines; the 250 Series is a mixed cargo/passenger version; the 300 Series is a development of the 100 Series with the 10 ft. 3 in. longer fuselage; the 310 Series is a long-range version of the 300, with additional wing tankage, and the 400 Series will be similar to the long-range 310, but powered by four Bristol Orion turbo-prop engines.



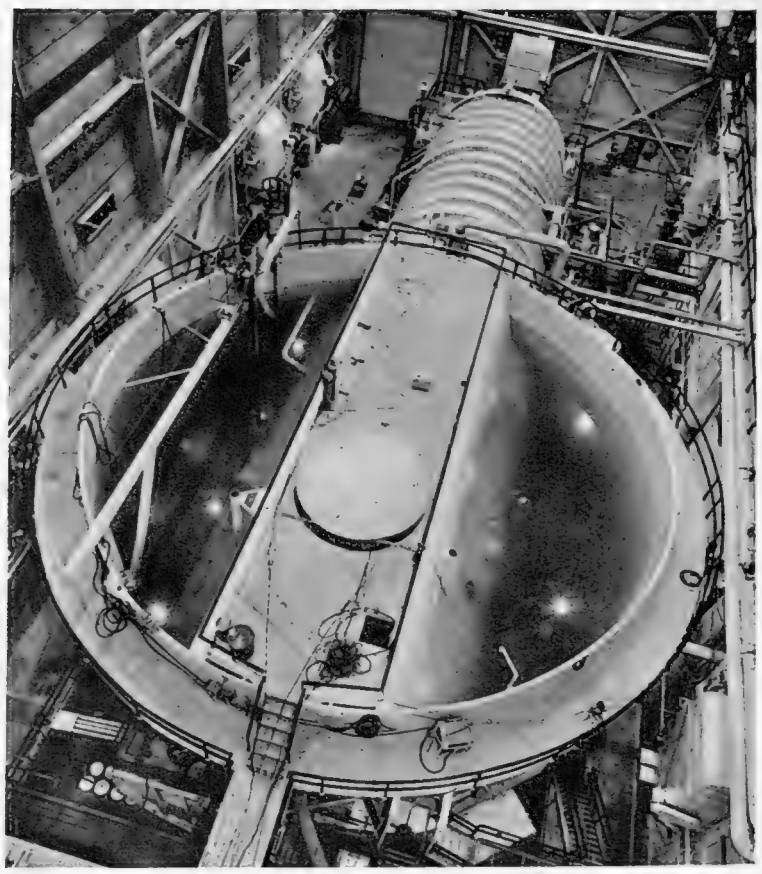
AUTOMATION IN THE POST OFFICE

Mr. Ernest Marples, the Postmaster-General, holds a bundle of letters ready for insertion into a new automatic "facing" machine which takes piles of letters and rearranges them into stacks with the stamps in one corner and facing the same way, ready for cancelling and sorting. The machine has been installed in the head post office at Southampton. The letters are fed into the machine in random order and are dealt with automatically at the rate of 300 a minute. The machine discriminates between ordinary fully-paid letters requiring a threepenny stamp and printed matter. It picks out the latter to be dealt with separately.

LONDON'S NEW COMPUTER CENTRE

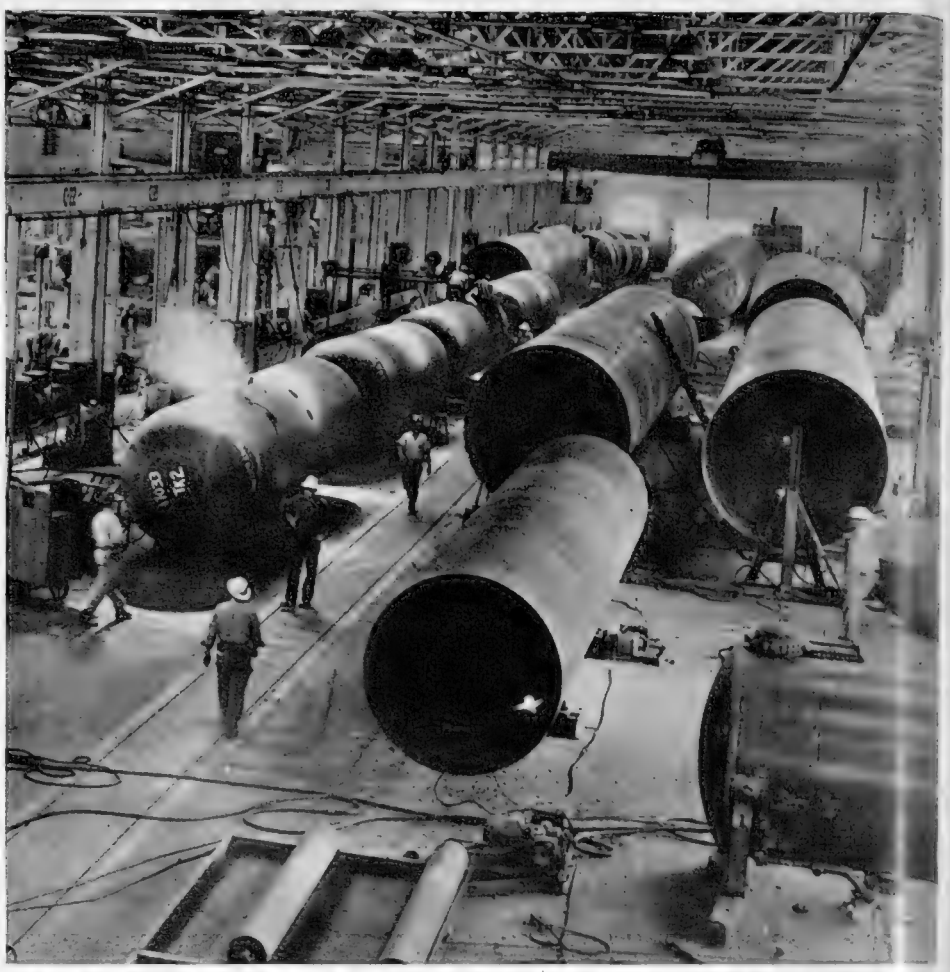
Mr. F. Freeborn explains the working parts of a magnetic drum storage device to Sir David Eccles, President of the Board of Trade, who performed the inaugural ceremony of a Hollerith Computer Centre at 36, Hertford Street, W.1. On the left is Sir Cecil Weir, chairman of the British Tabulating Machine Co., Ltd., which is responsible for the setting up of the new centre. It has been designed to provide a forum for comprehensive discussion and investigation of questions concerning the use of computers in commerce and industry.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



A PROTOTYPE ATOMIC ENGINE

In this banjo-shaped hull is the first land-based atomic engine to produce power in substantial quantities. Like the power plant in the atomic-powered submarine U.S.S. *Nautilus*, it was designed and constructed by the Westinghouse Electric Corporation, for the United States Atomic Energy Commission. The picture was taken at the Naval Reactors Facility operated by Westinghouse for the A.E.C. at Arco, in the Idaho desert. The large sea tank is about 50 ft. in diameter and almost 40 ft. high. The hull passes through the tank so that the reactor compartment is completely submerged. The water capacity is 385,000 gallons. This land-based prototype is being used to advance the technology of pressurised water reactors. It was refuelled in 1956 after over two years on the original uranium charge.



TANK-TRUCK TRANSPORTS FOR LIQUEFIED PETROLEUM GAS

More than a dozen tank-truck transports are being completed at the main plant of the Delta Tank Manufacturing Company, Inc. at Baton Rouge, Louisiana. There is a rapidly-growing demand in the United States for liquefied petroleum gas in suburban and rural areas. Householders use it for home heating, cooking and water-heating. The size of the transports ranges from 7,500 to 10,400-gallon capacity. In addition, the Delta Company, a subsidiary of the General Gas Corporation, is a major producer of liquefied petroleum gas storage tanks.

On right—

A NEW FACTORY FOR INSULATING BUILDING BLOCKS

Thermalite Ltd. are constructing a £750,000 plant near Birmingham for the manufacture of cellular concrete load-bearing building blocks of high thermal insulation value. The illustration shows an architect's perspective drawing of the new plant. John Laing and Son Ltd. will be completing the factory in time to start production in early autumn of this year, a few months before the new Thermal Insulation Act becomes law. The main output will be of Thermalite-Ytong blocks. They are completely incombustible and may be chased or sawn by hand, nailed or screwed, and can be cut easily with a trowel. Because of its light weight, economy in the foundation designs of multi-storey buildings is possible. The Thermalite process is a British development and was pioneered in the laboratories of John Laing and Son Ltd. The new factory will be sited in the centre of England with excellent road and rail delivery facilities to all parts of the country.

ELECTRIFYING THE EASTERN REGION

The Ipswich Road bridge at Colchester is among the many reconstructions that form part of British Railways' modernisation programme for the Colchester-Clacton-Walton lines. Twenty-two bridges have been altered, several station awnings cut back, sidings have been lengthened at Colchester and Walton, and an additional siding has been provided at Clacton. The problem of the Ipswich Road bridge is of interest. Because a level-crossing is nearby, the height of the overhead electric wires must be higher than normal. So the road has been raised and a prestressed concrete deck used.

BRITAIN'S FIRST DIESEL-HYDRAULIC LOCOMOTIVE

Running-in trials are taking place on local lines in the Glasgow area, preceding the transfer to British Railways Western Region of the first British main-line diesel locomotive to employ hydraulic transmission. Locomotive D600—it has yet to receive a name—is of 2,000 h.p. and weighs 116 tons. It is the first in the high-power range of 174 main-line diesels initially ordered under the Railway Modernisation Plan. The diesel-hydraulic transmission principle has been used with success in shunting engines. The locomotive was built by the North British Locomotive Company.

A new horizon . . .

1958

A new horizon, and the outlook is bright for those with a sea voyage in view.

You may be planning to seek "New Horizons" in 1958. Perhaps a holiday in the U.S.A., now that dollars are available for spending there, or maybe a visit to the wonderful countries of the Caribbean. Either would be an excellent choice, especially as you have the opportunity—certainly not to be missed—of *an extra holiday in France en route* when you travel by one of the magnificent liners of 'France Afloat'.

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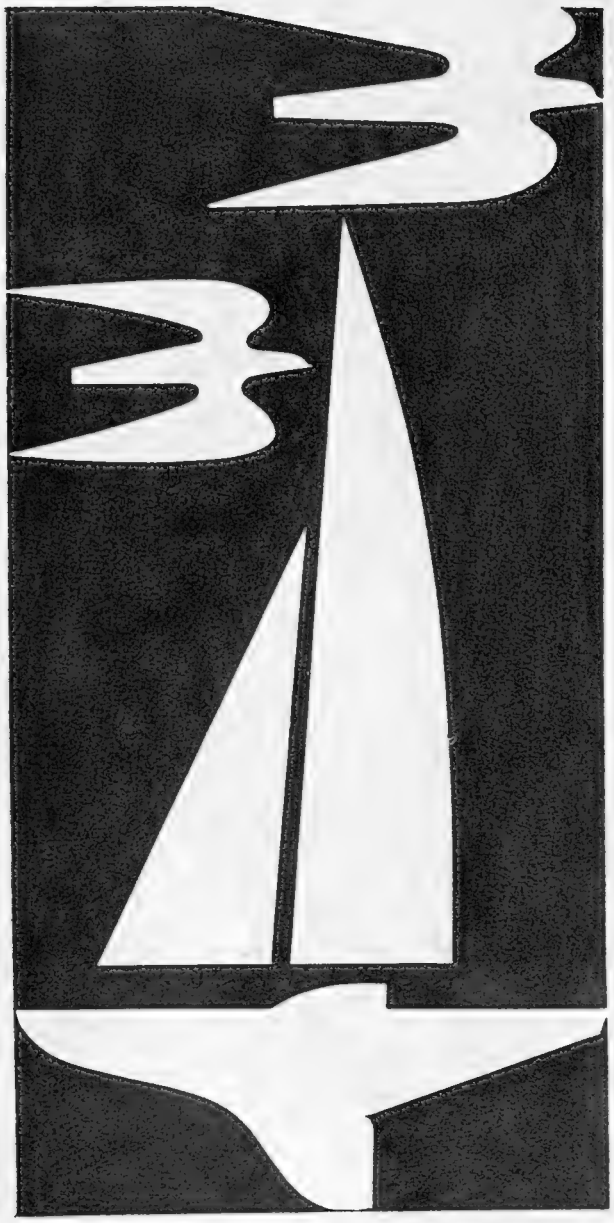
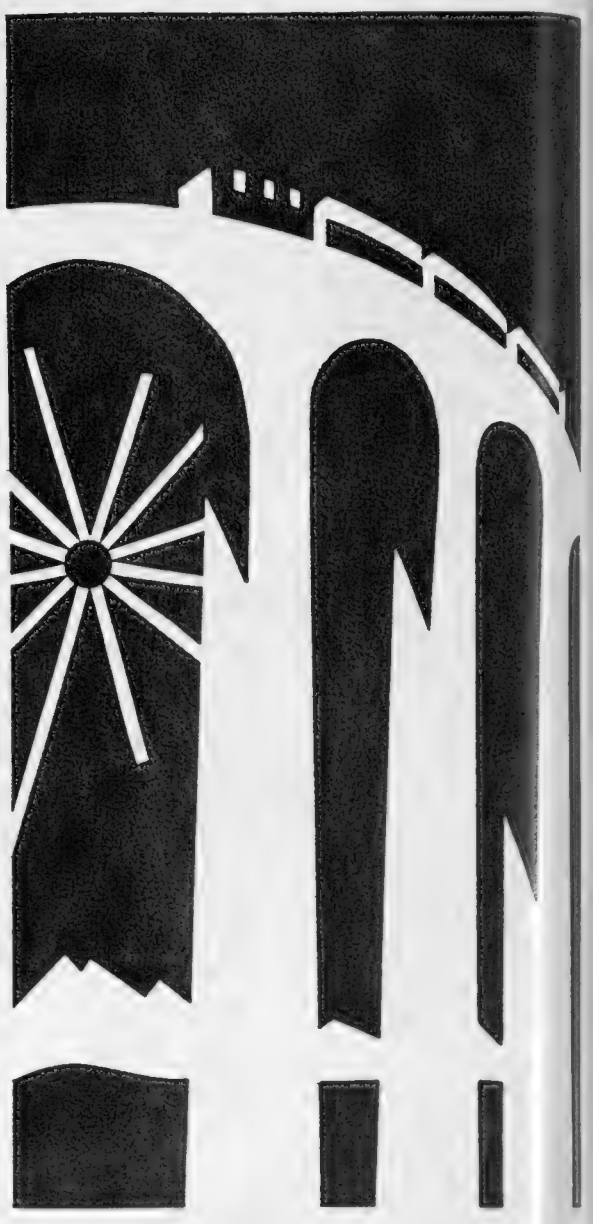


Switzerland, Land of a Thousand Blue Lakes



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The Sphere of Travel

HOLIDAY SURVEY

A Special Annual Section Dealing With Travel Arrangements in 1958. Where to Stay, Tours, Transportation and Advice

By GORDON COOPER

IN THE AUSTRIAN COUNTRYSIDE: The village of Kirchberg lies between Kitzbühel and Brixen. In the surroundings of Kitzbühel there are wonderful opportunities for walking, climbing and for coach excursions.

A General Review of Holidays Abroad, and Some Comparisons of Transportation.—The demand for holidays abroad continues. By all appearances 1958 should see another record tourist traffic established, with the result that the popular resorts of Europe will be packed during the summer months.

While efforts are constantly being made to extend the summer season at both ends, it is as well to remember that this is not always satisfactory for the traveller who takes such a step. You may, of course, be lucky and enjoy the kind of weather pictured on the travel posters—but you can also be less fortunate. Around last Easter, for instance, I found myself on the Costa Brava suffering from bitter cold, for which I was quite unprepared, while in mid-September, in the Grisons of Switzerland, I was shivering; this was due to an overnight change from warm summer conditions to early snows. Wintry conditions are naturally acceptable in their proper season, but when they encroach into summer, then they can be decidedly uncomfortable, not least because the hotels are seldom prepared with proper heating.

In 1958 prices for holidays abroad will generally be slightly, occasionally considerably, increased. Several countries, notably France, Spain and Germany, have raised their railway fares, while hotels have in many cases shaded up their tariffs, particularly in Spain and France. To a certain extent this increase in Spain has been counter-balanced by a change in the unofficial rate of exchange, which is in the tourist's favour. The same qualification also applies, but to a lesser degree, in France. Travel agents, however, have usually managed to keep their figures for " package " tours pretty close to those of last year. It is as well to point out though, that artificially low prices are sometimes effected at the cost of clients' comfort, especially in regard to the quality of meals served. I have, for instance, often noted in hotels abroad that the members of an organised tour are huddled together in the least attractive part of a dining-room, where they are served with a special menu. It always seems to me that this rather disagreeable arrangement infringes on one's contentment.

Again, while a holidaymaker may set out on a tour feeling that he knows approximately what its inclusive cost will be, he experiences considerable disillusionment when he is presented with a bill for " extras." These can sometimes be quite frightening, even serious to one's budget. Of course, the excuse is made that with certain prices fixed for accommodation by official control, the hotelier's only means of increasing his profit is by unofficial racketeering. I suggest, therefore, that whatever the class of hotel may be in which you lodge, you should make a point of paying cash for " extras " at the time. After-dinner coffee is a favourite exploitation.

This year there is again a considerable increase in holidays by air, with a consequent widening of opportunities for travelling quite far afield. In fact, it is often the case that a travel agent on his charter flights can offer a client an inclusive price for transportation and full hotel accommodation no greater than the independent traveller would have to pay for air travel alone. At the same time I would point out that the regular air lines have countered this competition to a certain extent by offering their own " package " tours to fixed resorts at reduced prices. B.E.A., for instance, offer over seventy of these inclusive air holidays. The booking, I must point out, has to be done through a travel agent. There is usually a choice of hotels at which to stay, and I think the bottom-priced ones are generally best avoided.

The popularity of motor-coach tours continues unabated. When studying the various offerings, however, I strongly urge you to keep in mind that continuous day-by-day travel can be extremely exhausting, so make note of the time for leisure during a tour rather than the number of places to be visited. Again, while I do not want to seem crotchety in the matter, I would point out that your own pleasure on a long motor journey by coach hinges considerably on the attitude of your fellow-travellers. Even one unpleasant individual, especially if he, or she, sits next to you, can spoil the whole trip. Remember, too, that in many cases rooms in hotels have to be shared, and if you should be unfortunate enough to be paired-off with a snorer—then goodbye to sleep. Nor can I suggest any effective method of coping with this problem, except to take a pair of earplugs with you. (These are invaluable, in any case, to deaden the street noises, the bane of so many cities and resorts abroad.) Should you want comfort on a coach tour, it is advisable to deal with a firm where a low price is not the first consideration. Two travel agents that can be recommended in this respect are Motorways and Lammin Tours.

Obviously, on motor-coach tours organised by British travel agents most of your fellow-travellers will be compatriots. If you prefer, however, to mix with people from other countries, then I can recommend those run by certain foreign organisations, notably Linjebuss; C.I.A.T. (Italian); and A.T.E.S.A. (Spanish). In some instances, too, you can break your journey, continuing on by a later coach. This I find to be very convenient, for not only is it more restful but it also gives you time to see any desired stop at leisure.

A HOLIDAY " IN A FARAWAY PLACE ": Holidaymakers are enjoying a bathe at Mount Lavinia beach, in Ceylon. A special section on page 46 is devoted to information regarding " Holidays in Faraway Places."

USEFUL ADDRESSES

A.T.E.S.A.—book through any travel agent.
C.I.A.T. (*C.I.T.*), 10, *Charles II Street, London, S.W.*1.
*Thos. Cook and Son Ltd., Berkeley Street, W.*1.
Lammin Tours Ltd., 67, *Blenheim Terrace, N.W.*8.
*Linjebuss: U.K. agents—British and Northern Shipping Agency Ltd., Marlow House, Lloyds Avenue, E.C.*3.
Motorways Ltd., 85, *Knightsbridge, S.W.*1.

WORLD FAIR, 1958

When the Brussels World Fair opens to the public on April 17, it will be the culmination of ten years of intensive preparation. It is hoped that before it closes, six months later, an estimated 35,000,000 people will have visited what is undoubtedly the outstanding attraction in the 1958 world tourist calendar. Almost every country in the world will have its own pavilion, ranging from Andorra's tiny building to the vast 20,000,000-dollar palace of the United States. A special organisation —Logexpo—will handle accommodation arrangements, and prices are being strictly controlled. Ask your travel agent for a book of practical information about the exhibition entitled *Travelling, 1958.*

THE GRANDEUR OF SWITZERLAND: Sils-Maria has a strong claim to its description as "the prettiest village in the Engadine." It is within easy reach of St. Moritz.

The Sphere of Travel

SCENIC RESORTS IN EUROPE

A HOLIDAY taken amid striking and lovely scenic surroundings can provide a wonderful tonic both to mind and body. And that is surely what many people are seeking to-day when they take their annual holiday—a complete rest, in fact.

There are, of course, many wonderful beauty spots in Europe, but I am certainly not going to try and provide a list of the "best" ones, for, obviously, every traveller has his own particular favourites. What I do propose to do is to give a brief selection of those resorts which I consider to be scenically outstanding, linked, however, with good-class hotels which I can recommend. I regard this as an important combination, for not all of us are campers who carry their homes with them where they go. Again, in my selection of resorts, and even of countries, I have omitted those whose scenery is not immediately striking to the eye, even though it may grow insidiously on the mind. This qualification rules out, in a way regrettably, such countries as Denmark and Holland, where the landscape is generally flat. Here, then, are some selective suggestions :—

AUSTRIA.—Few would contest the claim that Kitzbühel is as lovely a resort as any in this country. It is true it is now a fashionable holiday centre, yet it still retains its atmosphere as a fortified old Tyrolean market town. Its surroundings are glorious, with wonderful opportunities for walking, climbing, and for coach excursions. If you should wish to live in a quieter atmosphere, then there is the nearby warm lake of Schwarzsee, where there is a comfortable, simple hotel, pleasantly situated and overlooking the lake.

For second scenic choice I take Zell-am-See, perhaps as picturesque a resort as any in the province of Salzburg. The lake itself, with its encircling mountains, presents a lovely sight, but this town does have the defect that it is a junction for motor-coaches travelling to and from the Grossglockner. Still, this need not interfere with your comfort to any serious extent, and there is the great advantage that there is hardly a better centre in Austria for making marvellous excursions : to the Grossglockner, Berchtesgaden, Salzburg, the Salzkammergut and the famous White Horse Inn at St. Wolfgang.

A quiet Austrian resort is Seefeld, only 15 miles from Innsbruck and close to the German border. Many regard this small town, which lies on an open, sunny shelf high above the Inn valley, as being the perfect mountain resort in Tyrol. A final Austrian selection is Alt-Aussee, a resort of fair size in the Salzkammergut lake district. I feel this place is particularly suitable for a family holiday.

FRANCE.—For those in search of scenic beauty along with a certain degree of sophistication, there is no more romantic holiday area than the Côte d'Azur. Here the actual conditions really do excel the language of the publicity brochures. So should you wish to bask for a while beside an almost tideless sea and under a "picture" sky of brightest blue, and amid fantastically lovely trees and flowers, coloured rocks and white villages, then ignore the plaint that this part of the French coast is spoilt and choose a place such as Agay (east of St. Raphaël). This little gem of a resort has its own little bay and is perched on rocks overlooking charming coves. In the pine-clad gullies there are innumerable ideal spots for picnics. Yet, at the same time, you can reach the fashionable resorts of St. Raphaël and Cannes with ease. The view, too, from my recommended hotel is as fine as any on the French Riviera, but I must warn you that its prices will hardly appeal to the thrifty. Incidentally, this particular establishment has a Michelin star.

There are more such stars awaiting the holiday-maker who chooses to stay at Talloires, on Lake Annecy—surely the loveliest of all the lakes in France. In fact, this small village, with the glorious Alps behind it, must surely be considered a paradise for gastronomes. Both my recommended hotels have terraces overlooking the lake, and the Abbaye has one star, Le Cottage (a rather deceptive under-statement) has a rare two.

Not far distant, but further up in the mountains, is the fashionable resort of Megève, a pretty little village, with a charming Savoyard church. It stands on an open col and is very scenic. Above the village and reached by a winding road passing through fine woods is the Mont d'Arbois Hotel—not inexpensive, but the food is absolutely first-rate. Another mountain recommendation is Superbagnères, which is reached by rack-railway from Luchon (Pyrénées).

GERMANY.—One of the secrets of having a happy holiday is to acquire the art of doing nothing nicely. With this end in view, there is no better place in the Allgàèu Alps of Bavaria than Oberstdorf. Lying in a wide valley, this small town is the gateway into the Allgàèu Alps, whose peaks rise on three sides. Thus you have the opportunity to make many excursions, including quite extended walking tours. There is also the great attraction of ascending the Nebelhorn by cable railway and chair-lift. I would also like to draw attention to the nearby Klein Walsertal, a "hidden" valley which is actually Austrian territory, but is unapproachable, by vehicle at least, except from Oberstdorf. It stands at a much higher altitude, and its scenery is breathtaking

Some little time ago I made an extensive tour through the Black Forest and came to the conclusion that one of the places I favoured most was Hinterzarten, which lies in fairly open country, not far distant, however, from both the Lake of Titisee and great woods. This is an excellent centre for walking, while the atmosphere and the food in my recommended hotel is second to none in Germany. Hinterzarten is only 15 miles from Freiburg.

GREECE.—While most tourists to Greece plan to tour the classical sites of this most interesting country, I think for a short sojourn it would be hard to find in all the world a more striking scenic setting than Delphi. It was not without reason that Strabo called its situation "theatre-like" : the views you get are exceptionally beautiful. In addition, there is the considerable advantage that you can explore this important archæological centre at leisure, absorbing its atmosphere in a way which is quite impossible on a rapid conducted excursion. The hotel accommodation is satisfactory, but pre-reservations are usually essential.

ITALY.—Saturated with beauty from end to end, land has so many outstanding beauty spots that selection is not easy. While I know that Taormina must be an obvious choice, I hesitate to recommend it for summer holiday, not only because it becomes very there in summer, but also for the reason that it is by many noisy groups of foreign visitors whose mis seems to be to turn this earthly paradise into a tem Bedlam. I would much rather, then, suggest Ra about the only resort around Naples which still re comparatively free from daily motor-coach tours. straggling little hilltop town is an exquisite place. are the gardens of the Villa Cimbrone, from belvedere is one of the outstanding views in all Italy.

Ravello has the important asset of being com tively free from noise—the bane of so many Italian re This important consideration applies also to Bellag Lake Como. This small resort, isolated on its pen is fortunately off the track for through motor traf also has the best views of all the lakeside t It is the most convenient spot, too, from wh explore the countryside. I would add that in ad to the recommended hotel, there are two or three in a lower grade which are suitable.

My next Italian recommendation may seem rat strange choice. It is Perugia, "Empress of the Towns," which is an excellent base for exploring fascinating Umbrian towns as Gubbio, Assisi, Spoleto, Orvieto and Montefalcone. Finally, I recom Limone, a small mountain resort in Piedmont.

NORWAY.—Nowhere else in the world is the country which offers quite the savage, monumental b possessed by Norway. There are literally scores of re there, especially along the western fjord coa couple of selections of outstanding places is, the not easy. I look back, however, on Gratangen (n from Narvik) and Rauland (in the Telemark) with delight. They also have the advantage of both bei the usual beaten track for tourists, yet are not difficult to reach.

The bird's-eye view from Gratangen Tourist H (a good-class hotel) is as fine as any in Northern No and from it you look down towards a majestic fjo is a splendid centre for walks and for climbing, there is also salmon and trout fishing at reas

On right—

A RESORT POPULAR WITH BRITISH VISITORS: Oberstdorf, in Bavaria, is an excellent centre both in summer and in winter. Dominating the town is the Nebelhorn.

harges. Rauland, a small hamlet, is also set amid magni-cent surroundings and commands a grand view of moun-ains and forests. It is a good base for walking and fishing.

PORTUGAL.—In this country there is nothing scenic-lly more attractive than the lovely valley of the Lima. At its mouth is Viana do Castelo, a most interesting and ypical Portuguese town, where the air is bright and timulating, and there are vast sandy beaches. I person-lly prefer this place as a summer resort to the far more ashionable Figueira da Foz. Horizon Holidays run a harter air service tour there, with accommodation in the uxurious Grand Hotel Santa Luzia.

SPAIN.—The main holiday interest in this country ocuses on its art cities and the attraction of its seaside esorts. Frankly, too many of the latter are far too rowded with one's compatriots for my liking; but this, realise, is a matter of individual taste. I would, however, ive a special recommendation for S'Agaro, on the Costa Brava, for it is unquestionably the most beautiful resort n this famous coast. The setting is perfect, with pines unning right down to the water's edge, lovely gardens, nd a mile-long promenade or terrace, from which there re enchanting sea views. The luxurious Hostal de la Gavina, too, is one of the best in Spain.

For those who like mountain scenery, I have two sug-estions: neither of them, however, are for resorts, but nerely for isolated hotels—or rather, State-run paradors. The first is Gredos (5,000 ft. alt.), which is situated 40 miles west of Avila and where the setting is second to none in magnificence. There is excellent trout fishing, but apart rom walks nothing much else to do. (Not far distant is egovia.) The same qualifications apply to the parador at Riaño (3,780 ft. alt.), which is in the province of Leon—he city of Leon is 60 miles away.

SWITZERLAND.—This country has been aptly escribed as the "Playground of Europe," and for enerations it has been perhaps the most consistently opular goal for Britons taking holidays abroad. This esult comes in part from the pleasant feeling of security, or everything is so perfectly-run that the mishaps which an befall the traveller elsewhere are almost non-existent n the land of the Swiss. But there is also, like Norway, he powerful attraction of mountain and lake scenery. You can, in fact, hardly go wrong anywhere.

With so many places I could suitably name for having utstanding scenery, I think it would be hard to choose more delectable and peaceful spot than Sils-Maria, which has a very strong claim to its description as "the prettiest village in the Engadine." And I consider, too, there are few hotels in Europe more admirably situated than the Waldhaus. From it you get glorious views in one direction over the Lake of Sils to Maloja; and in the other direction over the Silvaplana Lake, beyond which lies St. Moritz. Another lovely spot in the Grisons is Waldhaus, which stands in the midst of one of the most beautiful pinewoods of Switzerland. I think it can claim, too, to have one of the most picturesque lakes: the Cauma Lake. You can bathe in its crystal-clear waters from May to September. Here my hotel recommendation is the Park, which has its own large park.

A DISTANT VIEW OF SEGOVIA, IN SPAIN: The view is taken from the west from across the River Clamores and shows in the background the Cathedral and Old City.

In the Bernese Oberland both Mürren and Wengen—facing each other across a wide valley—are suberbly scenic, each with a wonderful outlook on to the Jungfraujoch.

In these days of mass tourist publicity, with their concentration on the big resorts, some of the tiny places tend to be forgotten. My last Swiss mention will, therefore, take you along the picturesque Val d'Anniviers (in the Valais) to Zinal, the last village in this valley. Your comfort is assured by a well-run family hotel.

YUGOSLAVIA.—Although my choice in this country may seem rather hackneyed, I cannot think of any more scenic centre than Dubrovnik. It is in a class by itself, a fourteenth-century walled town enjoying a "tourist renaissance." I consider it, indeed, to be the most strikingly beautiful medieval town in Europe, not excluding Rothenburg or Carcassonne. Worth noting, too, is that Dubrovnik has a notable festival season and also an exceptionally lively restaurant-café-night-club life.

RECOMMENDED HOTELS

AUSTRIA	
Kitzbühel	*Sporthotel Hinterbrau*
Zell-am-See	*Grand*
Seefeld	*Karwendelhof*
Alt-Aussee	*Am See*
FRANCE	
Agay	*Baumette*
Talloires	*Abbaye—Le Cottage*
Megève	*Mont d'Arbois*
Superbagnères	*Grand*
GERMANY	
Oberstdorf	*Wittelsbacher Hof*
Kleine Walsertal	*Ifen (at Hirschegg)*
Hinterzarten	*Adler*
Bad Harzburg	*Harzburger Hof*
GREECE	
Delphi	*Tourist*
ITALY	
Ravello	*Palumbo-Caruso*
Bellagio	*Serbelloni*
Perugia	*Brufani Palace (has the view), La Rosetta (my own choice)*
Limone	*Principe*
NORWAY	
Gratangen	*Gratangen Tourist Station*
Rauland	*Rauland Mountain Hotel*
PORTUGAL	
Viana do Castelo	*Santa Luzia*
SPAIN	
S'Agaro	*Hostal de la Gavina*
Gredos	*Parador Nacional*
Riaño	*Parador Nacional*
SWITZERLAND	
Sils-Maria	*Waldhaus*
Waldhaus	*Park*
Wengen	*Palace*
Mürren	*Palace*
Zinal	*Des Diablons*
YUGOSLAVIA	
Dubrovnik	*Excelsior*

The Sphere of Travel

HOLIDAYS AFLOAT

Cruises at Sea and on Inland Waters

THERE are quite a number of Britons who make a habit of going afloat for their annual holiday. This seafaring instinct ranges from "messing about" with a small sailing craft in a picturesque fishing port to travelling in some great liner which during the course of a voyage calls at a glittering array of ports.

Throughout this coming summer two British shipping lines—the P. & O. and the Royal Mail—offer a number of cruises, mostly in the Western Mediterranean, but with an occasional sailing to the Canaries and Madeira. In both companies there is a single trip to Scandinavian waters, while the Royal Mail, on one of its voyages, travels as far east as Istanbul. On the P. & O. ships (*Iberia*, *Chusan*, *Arcadia*) there are two classes, but on the *Andes* (Royal Mail) only first class, although there is quite a variation in fares, according to the type of accommodation. At the various ports of call land excursions are arranged.

Another popular cruise-ship is the *Meteor* of the Bergen Line. The voyages are chiefly to northern ports, while there is one in August, called the "Caviar Cruise," during which the ship makes a call at Leningrad. There is quite a different kind of interest in the Hellenic Cruises organised by Swans Tours in connection with the Hellenic Travellers Club. Three cruises, each of 16-17 days' duration, are available, and the itineraries offer opportunities to visit Grecian classical sites.

A somewhat similar type of holiday is that organised by Fairways and Swinford Ltd., on behalf of the Society for Hellenic Travel, but only one cruise is available (April 2-17). Its route, too, differs somewhat from those offered by Swans. One unusual call is at Mount Athos, where only men, however, will be allowed to set foot on this medieval land. Incidentally, there are now week-end cruises from Piraeus to Athos, with organised arrangements for male passengers to be taken on donkey-back up to Karyes, the tiny capital of the monks' republic. In this instance, no special visas are needed. I can only hope, however, that this startling innovation will not spoil the character of this lovely and fascinating corner of Europe.

Yet another opportunity to explore Greece and its islands is provided by Oceanways Ltd., whose 1958 brochure is quite the most exciting publication of its kind—at least, I think so. This firm, by the way, is the only travel agency which specialises in every kind of Greek travel.

Quite a different kind of sea tour is that offered by the Iceland Steamship Co. Ltd., whose motor-ship *Gullfoss* makes regular sailings from Leith to Reykjavik. In Reykjavik, round-trip passengers use the ship as their hotel, while excursions are arranged on land. The total duration of this holiday is eight days.

I have only space to mention briefly that as in past years Yacht Holidays, Cornelder's and European Yacht Cruises are running regular inland waterway tours in Holland, Belgium, Germany and France. In addition, for those who like to have their own sailing craft, including opportunities to learn sailing at a lake school, there are the reliable firms of World Holidays Afloat and World Sport and Travel.

DIRECTORY

Fairways and Swinford Ltd., 18, St. George Street, W.1.
Swans Tours, 260, Tottenham Court Road, W.1.
Oceanways Steamship Agency Ltd., 23, Haymarket, S.W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.
Cornelder's Travel, 114, Shaftesbury Avenue, W.1.
World Holidays Afloat, 114, Shaftesbury Avenue, W.1.
Yacht Holidays Ltd., 85, Buckingham Palace Road, S.W.1.
European Yacht Cruises Ltd., 36, Edgware Road, W.2.

CRUISING IN A NORWEGIAN FJORD: Passengers relax in bright sunshine on board a steamer during a voyage in the Sogn fjord, on Norway's west coast, north of Bergen. The steamer is approaching Ulvestad.

LITTLE LANDS SURROUNDED BY WATER

Some Suggestions for Island Holidays

Every true island-lover has his own particular piece of land surrounded by water which is isolated from the prosaic happenings of everyday life on the mainland. There are, of course, such well-known islands as Capri and Ischia, the larger islands of Sicily and Majorca; but here I wish to suggest what might be termed "escapist islands"—that is, places where you will probably not meet any of your compatriots, but where living is usually very simple, even rough.

In northern waters, the Lofotens, with their impressive mountain chain, take you into a world where Nature rules supreme. The two small isles of Rost and Vaeroy will appeal greatly to bird-lovers. There are local steamer services.

In the Baltic, Sweden's Oland, with its superb beaches, is hardly known to tourists, while Denmark's Bornholm, with its unique round churches and famous cured herrings (*Bornholmers*), is one of my favourite islands. Then, for the utter escapist, there is nearby Christianso, a minute spot in the sea, whose inhabitants pay no taxes.

Denmark has many other islands off the beaten track, with a special mention for Anholt, in the middle of the Kattegatt. Holland also has quite a number of islands, but they are now tending to get crowded in summer with groups. There is solitude, however, on some Breton isles, such as Ushant and Sein—the latter, perhaps, may be too grim for most people. Then, how many Britons know the Berlangas, off the coast of Portugal—a wonderful spot for under-water exploration. It has a small hotel, and there is a daily launch link with Peniche.

In the Mediterranean, I can only list Port-Cros and Porquerolles, off the French Riviera coast; both are delightful. I like, too, Giglio, off the Italian coast, north of Rome, although, like Elba and Ischia, it is becoming increasingly known to tourists. The same criticism applies to the Liparis, although I found on a recent visit that Alicudi, Filicudi, Salina and Panarea are still spots where you can be alone—except for the local inhabitants. My own special isle of escape is in the Adriatic, but I don't care to name it—anyhow, its accommodation is truly Spartan. This same simplicity of living applies, too, to various enchanting spots off the Dalmatian coast and amid the Greek isles, although here and there, places such as Paros and Mykonos have modern tourist hotels.

HOLIDAYS IN FARAWAY PLACES

THE world has so shrunk in the past ten years th holidays of quite short duration are n practicable in the remotest parts of the world. N hotels are springing up in the most unlikely places cater for the long-distance holidaymaker. There i very modern one in Brazzaville, French Equator Africa, and another has just opened in Bangk A year or two ago the Pacific, with the excepti of the Hawaiian Islands, was unknown to Americ tourists, but in 1958 they will be seen in Pitcai Tahiti, Suva and Pago Pago.

When more Britons realise that the hundr pounds foreign currency allowance can now be sp in any country in the world with the exception of sterling area (where no expenditure restrictions, course, exist) they, too, will be seen on holiday Mexico, Chile and possibly Japan. In the la named country, however, prices are such that o a very short stay indeed will be possible. Nevertl less, under the right guidance even 280 dollars c be made to stretch a month in North America.

Naturally, the further one travels, the longer c wants to stay, but when time off as well as forei bank notes is limited, it is good to know that th weeks is all that is necessary for trips to practica anywhere on an airline route, where one can assured of a fortnight's rest or sightseeing. For example, Ceylon at this time of the year has a v pleasant climate indeed, particularly in the l country in the south-west of the island. This between monsoon period is ideal for moving abo the country, too. One fifteen-day tour from Colom by private car covers Anuradhapura, Polonnarav Sigiriya, Kandy, Nurwara Eliya, Bandarwel Hambantota and Galle. If ancient temples in t jungle do not appeal to you, a wonderful holiday c be spent either at Mount Lavinia or at Galle, wh the Clausenberg beach is ideal for bathing.

India might appear to call for a prolonged to but two weeks in Bombay are all that is necessary provide a completely different and most thrilli holiday. When you are tired of the big ci there are bathing beaches a few miles away.

Another faraway holiday is a three-week tour air to the Argentine and Chilean lakes, with visits Buenos Aires and Santiago. If time is no handica there is also a fifty-four-day tour to Montevid Rio de Janeiro, Lima, Santiago and Buenos Air out and home by steamer. The cost per head if tw people go is £557 15s., with £72 left out of the curren allowance for personal spending in South America.

For £242 14s., however, a price which cov tourist-class accommodation on a Union Cas steamer, a fifteen-day tour of South Africa can arranged. Towns visited include Cape Town, Po Elizabeth, Pietermaritzburg and Durban. Seve exciting excursions, such as visits to the Valley of Thousand Hills and to the Zulu Reserve, are hig lights of this memorable fortnight. The whole to from this country and back by sea takes fifty-o days, a period which can be dramatically shorten if one decides to travel by air.

Mexico is now coming into the picture. One tou lasting a fortnight, starts at Mexico City and ends the Pacific beach resort of Acapulco. Between the two places, calls are made at the "silver town" Taxco, Cuernavaca and Hacienda Vista Hermos Suggested extensions include a trip through t Indian market towns to Lake Patzcuaro and the Sp of San Jose Purua, and one down into Mexico flower garden, as it is called, around Puebla, Fort de las Flores and Penafiel. The price is not out the way and the air services are particularly good.

Two quick tours of New Zealand can be arrange one lasting twelve days, from Auckland and back Auckland, and another lasting ten days, fro Wellington round to Wellington. The first takes the north island, with a visit to the famous therm region round Rotorua; the second goes across to t south island and includes Nelson, Christchurc Hokitika and the Fox Glacier in the itinerary.

The holidays and tours so far mentioned are packaged, if not all escorted. They are designed fo the man or woman who wants to make the best us of his time and his money. If one wishes to trav entirely independently outside the sterling area, the are only two things to watch. The first is to mak sure that the hotel or hotels at the other end a going to be adequate and the second is to be sure th meals and accommodation are not going to cost mo than five pounds a day. If they do, then one ca forget about staying for a fortnight. In any ever the advice of a knowledgeable travel agent should b taken. He can not only provide travel tickets an book accommodation, but, what is even more valuabl can give one local information over here, befor departure.

W. D. C.

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The Sphere of Travel

GREAT BRITAIN IN THREE WEEKS

A Suggested Itinerary to Cover Some of the Most Interesting Places : European Festivals and Motoring Holidays Abroad

MAINLY for the benefit of overseas visitors to the United Kingdom who wish to see the "best" of our country, I offer the following suggested itinerary which embraces a full three weeks of sightseeing, but is not overloaded.

One of the difficulties facing any intending tourist is how to obtain trustworthy advice. This friend tells you not to miss such-and-such a place ; another warns you to be sure of seeing somewhere else. It is all rather confusing, especially if you have no fixed ideas of your own. In limited space, I can only lay down the skeleton of a travel plan. For further information you could apply to the British Travel and Holidays Association, and, for Scotland, to the Scottish Tourist Board. Also in certain centres there are local information offices ; you can save yourself time and trouble by making full use of them—a better method than relying on a hall porter's not-always-reliable suggestions. Let me stress that my chief object is to bring the "heart and soul" of Britain to the visitor, who should, however, use his own judgment on what to see.

Day	*Base*	*Day's Plan*
1.	LONDON	*Morning :* Get orientated. This is best done by taking a sightseeing tour by motor-coach or bus. London Transport provide an excellent service of this kind, which starts hourly from Eccleston Bridge (near Victoria Station) and lasts about two hours. *Afternoon :* River trip down the Thames from Westminster Bridge to Greenwich. Visit Greenwich Hospital and National Maritime Museum. NOTE : One of the best pocket-guides to London is William Kent's *London for Everyman.* It also contains useful maps. Armed with this, you can use any evening you have free in wandering around—a fascinating pastime. One or two of London's historic pubs could be visited. The George in Southwark, the Prospect of Whitby in Wapping, and the Mitre in Hatton Garden are three suggestions.
2.	LONDON	*Morning :* Although on your sightseeing tour you will have had a glimpse of many well-known buildings, there are some which require closer inspection. These include the Tower, which also merits a further visit at night in order to witness the brief Ceremony of the Keys, a custom maintained for centuries ; Westminster Abbey ; the Houses of Parliament (if open to the public) ; and the Changing of the Guard at Buckingham Palace. Lunch at Cheshire Cheese. *Afternoon :* By train or bus to Hampton Court Palace. The journey can also be made pleasantly in one direction by river boat. A stroll in nearby Bushy Park is rewarding.
3.	LONDON	*Morning :* On foot through Kensington Gardens to Victoria and Albert Museum. Visit Harrods. Browse in Piccadilly, Burlington Arcade, Bond Street, etc. *Afternoon :* By train or Green Line coach to Sevenoaks. Visit Knole. (Make sure in advance from B.T.H.A. regarding hours of opening.)
4.	LONDON	*Morning :* Visit National Gallery and British Museum. *Afternoon :* Visit Kew Gardens.
5.	LONDON	*All day :* Visit Canterbury. If you would like some exercise, take the railway to Chilham, a perfect English village, and walk from there to Canterbury following the old "Pilgrims' Way."
6.	LONDON (Sunday)	*Morning :* Visit Petticoat Lane Market at mid-day. *Afternoon :* Service in Westminster Abbey ; also, possibly, a visit to some museum or art gallery (such as the Tate) which interests you.
7.	HENLEY	*Morning :* Train or Green Line bus to Windsor. Visit the Castle and Eton College. *Afternoon :* Take river steamer to Henley, up the Thames.
8.	OXFORD	*All day :* On river steamer to Oxford, reached about 7 p.m. This is an idyllic trip, full of interest, historically and scenically, but only recommended in pleasant weather.
9.	OXFORD	*Morning :* Conducted tour of the colleges, etc. *Afternoon :* Visit to Blenheim Palace.
10.	OXFORD	This day can be spent in further exploration of Oxford, or by making a day trip to Stratford-upon-Avon. You might even care to stay the night there in order to attend a performance at the Memorial Theatre. You must, however, be sure of a ticket. Should you not make the river journey on Day 8, then time would be easily available for Stratford. NOTE : In place of the Oxford itinerary, some visitors might prefer to visit Cambridge, with a side-trip to Ely Cathedral.
11.	MONMOUTH (or ROSS-ON-WYE)	Travel to Monmouth or Ross-on-Wye, stopping off at Gloucester to visit Cathedral and to lunch, possibly, at the New Inn (one of the oldest in England, formerly a pilgrims' inn). The Wye River offers some of the loveliest scenery in the country, with many historical remains, such as medieval castles.
12.	MONMOUTH (or ROSS)	*Morning :* Walk along the Wye to Symonds Yat. Return by bus. *Afternoon :* Excursion to Tintern Abbey—perhaps the loveliest ruined abbey in England. A detour could also be made into the Forest of Dean.
13.	SHREWSBURY (Sunday)	Bus to Shrewsbury via Hereford, Ludlow and Stokesay. Visit all three, if possible.
14.	CHESTER	*Morning :* Explore Shrewsbury. Leave for Chester, a city dating from Roman times and which still retains its medieval walls. *Afternoon :* Sightseeing in Chester, including its delightful Cathedral.
15.	EDINBURGH	*All day :* Travel to Edinburgh by train.
16.	EDINBURGH	Sightseeing in Edinburgh.
17.	EDINBURGH	*All day :* Bus tour to the Border country (Scott country).
18.	CALLANDER	*Morning :* Leave for Callander, a centre of the lovely Trossachs. *Afternoon :* A walk.
19.	FORT WILLIAM	*Morning :* By train to Fort William—an excellent base, by the way, for sightseeing the surrounding part of the Western Highlands. *Afternoon :* Bus excursion to the Pass of Glencoe.
20.	FORT WILLIAM (Sunday)	*All day :* Walk up Glen Nevis—strenuous, perhaps, but rewarding, for here you see some of the finest scenery in Scotland.
21.	ON THE TRAIN	*Morning :* By boat to Oban. *Afternoon :* Take the night-train to London. NOTE : If time allows, the plan for this final day could be changed to permit of a bus journey from Fort William to Inverness, taking you through the heart of the Highlands, thence returning by train to London. A stop (by either route) should be made at York, if this can be arranged conveniently. York Minster fully justifies a visit.

USEFUL ADDRESSES

British Travel and Holidays Association, 64, *St. James's Street, S.W.*1.
Scottish Tourist Board, 2, *Rutland Place, Edinburgh.*

IN THE CATHEDRAL CITY OF HEREFORD : The camera looks across the Old Wye Bridge towards the tower of the Cathedral. A visit to Hereford is included in the suggested itinerary for a three-week tour of Great Britain.

MOTORING HOLIDAYS

The motorist, whose numbers keep on growing, is, indeed, one of the few holiday-makers who will find a certain reduction in costs, for this year Silver City has slashed its prices for car transportation across the Channel. I also advise any intending traveller by car to study carefully *before leaving home* the various concessions in the prices charged for petrol when abroad. You can get this information from your motoring organisation or by applying to the appropriate national tourist office. By taking advantage of these facilities, considerable economies can be effected.

I suggest, too, that the motorist would be well advised in planning his itinerary to avoid as far as possible the main national roads, for these become just as crowded as the London-Brighton road, for instance, on a Bank Holiday. A few added miles incurred through following side-roads will repay you amply in considerably increased driving comfort.

In view of the demands on hotel accommodation during the summer, it is often very difficult to find easily available rooms for one-night stops. I cannot offer any ready-made solution, except that in cases of difficulty you should get in touch immediately on arrival in a city or resort with the local information office, where they can usually help you out and save much trekking around. But don't leave your time of arrival too late. Keep in mind, too, that early bookings for cross-Channel transportation (in both directions) must be made well in advance. This is especially essential at week-ends and during July and August. Incidentally, almost every country now offers self-drive hire on the spot, and all you need take with you is your driving licence. But ask your motoring organisation (or national travel office) regarding the exact requirements in this respect.

EUROPEAN FESTIVALS IN 1958

Aix-en-Provence	July 10-31	*Operas and concerts*
Aldeburgh	June 13-22	*Music and arts*
Athens	Aug. 1-Sept. 15	*Opera, drama*
Avignon	July 15-31	*Drama*
Bayreuth	July 23-Aug. 25	*Wagner Festival*
Bergen	May 30-June 15	*Grieg Festival with ballet and theatrical performances*
Berlin	Sept. 21-Oct. 7	*International Festival of Music and Arts*
Bordeaux	May 10-25	*Music*
Cannes	May 2-18	*International Film Festival*
Dubrovnik	July 1-Aug. 31	*Drama, music*
Edinburgh	Aug. 24-Sept. 13	*Opera, drama, concerts*
Florence	May 8-June 30	*Opera and ballet*
Granada	June 20-July 4	*Music, ballet*
Helsinki	June 7-17	*Sibelius Festival*
Holland (The Hague, Scheveningen, Amsterdam)	June 15-July 15	*Concerts, opera, ballet*
Perugia	Sept. 20-Oct. 5	*Music and arts*
Prades	July 3-21	*Pablo Casals Festival*
Rome	July-August	*Open-air opera at the Terme di Caracalla*
Salzburg	July 25-Aug. 31	*Opera, ballet, concerts*
Strasbourg	June 10-24	*Music Festival*
Verona	July 21-Aug. 17	*Open-air opera at the Arena*
Vienna	May 31-June 22	*Opera, ballet, concerts*
Wurzburg	June 7-12	*Mozart Festival*
Zurich	June	*Ballet, theatre, concerts*

Tickets for most of the above-mentioned festivals, also information about others not listed, can be obtained in Britain from Keith Prowse Travel Co. Ltd., 159, New Bond Street, London, W.1, or from Festival Services Ltd., 32, Beauchamp Place, S.W.3. In case of difficulty inquire from the national tourist information office of the country concerned. Tickets for Salzburg are only obtainable from the Austrian State Tourist Office, Polytechnic Touring Association (309, Regent Street, W.1), and Four Seasons Travel Ltd. (49, Dover Street, W.1).

The Sphere of Travel

FOR THE TRAVELLER

A Diary of Events; Unusual Holidays; Sources of Information

A Traveller's Diary

AUSTRIA
- Corpus Christi procession of boats, Traunsee and Hallstatt.
- Passion Play, Thiersee, May to September (Sundays and public holidays).
- Monster procession of Tyrolean folklore bands, Innsbruck, mid-August.
- Spanish Riding School, Vienna (in the Hofburg), every Sunday morning.

BELGIUM
- Carnival of the "Gilles," Binche, March 3-5.
- Procession of the Holy Blood, Bruges, May 5.
- Blessing of the Sea, Ostend, June 29.
- Procession of the Penitents, Furnes, July 27.
- Wedding of the Giants, Ath, August 23.

DENMARK
- Viking Festival, Frederikssund, mid-June.
- Tilting Tournament, Sonderborg, second week-end July.
- First International Sea Angling Festival, Naestved, September 2-5.

FRANCE
- International Horse Show, Nice, April 16-20.
- Spring Festival, Battles of Flowers, etc., Menton (April).
- Grand Festival of the Gardians (mounted cowboys), Arles, May 1.
- Gipsy Pilgrimage, Les-Saintes-Maries-de-la-Mer, May 24-25.
- "Pardon" of the Birds, Quimperle (Finistere), Whitsun.
- Kermesse of the Confraternities of "Charitons"; a survival from the Middle Ages, Preaux-en-Auge (Calvados), May 26.
- Full display of the Fountains, Saint-Cloud, during May.
- Traditional Basque Procession, Itxassou (Basses-Pyrenees), Corpus Christi Day (June 8).
- The True Mystery of the Passion, on the Parvis of Notre Dame, Paris, during June.
- Bastille Day, throughout France, July 14.
- Basque and Pyrenean Folklore Festival, Bayonne, July 30 to August 4.
- International Bagpipe Festival, Brest, August 1-3.
- Procession of the Passion, Roquebrune, August 4.
- Basque Folklore Festival, Saint-Jean-Pied-de-Port, August 10-17.

THE RIALTO BRIDGE IN VENICE: In this city on July 20, Feast of the Redeemer, there will be a procession of boats; on September 7 the annual Regatta.

GERMANY
- International May Festival, Wiesbaden, May 3-25.
- Hans Sachs Festival and the Meistertrunk Play, Rothenburg, June to August.
- Open-air opera in "Am Roten Tor," Augsburg, July 19-August 31.
- *The Gypsy Baron*, operetta performed on a floating stage on the Rhine, Coblence, June 28-September 14.
- Festival Week, Baden-Baden, August 24-31.
- Beer Festival (the most uproarious spectacle in Germany), Munich, September 20-October 5.

GREECE
- Drama Festival, Epidaurus, June.
- Religious Pilgrimages, Tenos, March 25 and August 15.

HOLLAND
- National Flower Show at Keukenhof (between Leiden and Haarlem), March 27-mid-May.
- Cheese Market, Alkmaar, every Friday morning between April 25-September 26.
- Tilting of the Ring on horseback, Middelburg, August 21.
- Flower Procession, Aalsmeer, September 6.

ITALY
- Firing of the Chariot, Florence, April 5.
- Feast of the Candles, Gubbio, May 15.
- Battle of the Bridge, Pisa, June 1.
- *Il Palio*, including medieval horse-race (outstanding pageantry), Siena, July 2 and August 16.
- Feast of the Redeemer, with procession of boats, Venice, July 20.
- Landing of the Saracens, Positano, August 11.
- Joust of the Saracens, Arezzo, September 7.
- Historic Regatta, Venice, September 7.

LUXEMBOURG
- Echternach (Whit-Tuesday)—"Dancing Procession."
- Mondorf-les-Bains (last week April-first week May)—Spring Flower Show.
- Gravenmacher (end September) and Remich (early October)—Wine Festivals.

NORWAY
- Throughout Norway (May 17)—Independence Day. Processions.
- Oslo (June 7)—"Oslo Day," including a carnival.
- Trondheim (July 29)—Olsok Eve; historical play commemorating Norway's martyr King, St. Olav.

PORTUGAL
- Festival of the "Red Waistcoat" (prize contest for fighting bulls), Vila Franca de Xira, mid-July.
- Annual Fair and Pilgrimage of Our Lady of Agony, with folklore parades, dancing, bull-fights, etc., Viana do Castelo, August 22-24.
- Popular Fair, Lamego, September 6-8.
- Traditional Fair of St. Martin (unique of its kind in Portugal), Golega, November 10-12.

SPAIN
- *Fallas de San Jose* (a unique carnival with giant *papier-mache* burnt in the streets), Valencia, March 9-19—the last two days suffice.
- Holy Week, throughout Spain, but the outstanding festivals are at Seville, Malaga, Granada, Valladolid and Jerez.
- Festival of St. George, with a curious mock battle, Alcoy, April 17-23.
- Festival of San Isidro, with many artistic, cultural and sporting events, Madrid, May 8-18.
- Corpus Christi celebrations all over Spain, but outstanding in Seville, Cadiz, Toledo and, above all, in Granada.
- Spring Fair (most important festival in Spain), Seville, April 18-22.
- Festival of San Fermin, Pamplona, July 7.
- Festival of St. James, Santiago de Compostela, July 24-25.
- *Semana Grande*, with all types of festivities, San Sebastian, August 10-17.
- Vintage Festival, Jerez de la Frontera, September 13-16.

SWEDEN
- World Football Championship, Stockholm, June 19-29. Note: Tickets can be obtained from Swans Tours.
- Midsummer Celebrations, throughout Sweden, June 20-21.
- Scandinavian Design Cavalcade, Stockholm, during September.

SWITZERLAND
- Narcissus Fields in Bloom, Vevey, during May.
- Outdoor Parliament Session (unique ceremony), Glarus, May 4.
- Festival of Roses, Geneva, second half of June.
- Evening Lakeside Festival, Lucerne, June 28.
- Open-air performances of "William Tell," Interlaken, July/August.
- Concert Festival in Upper Engadine, July/August.
- Film Festival, Locarno, mid-July.
- Folk Festival, Gstaad, mid-August.
- Music Festival (outstanding artistes), Ascona, September.
- Vintners' Festival, with procession, Lugano, September 28.

UNUSUAL HOLIDAYS

WHILE the majority of travel agents prefer to stick to the well-beaten tourist tracks for their advertised holidays abroad, there are a few firms which indulge in originality. Here, then, are some suggestions for holidays which are "different."

ERNA LOW TRAVEL SERVICE LTD. specialises in house-parties for people in the professional classes; also for teen-agers and for family holidays. This firm has also some unusual holidays this summer: at Cap Sunion (Greece), with three days at sea each way; a Flower Holiday in France, based on Grenoble; and an individual holiday at La Maddalena, Sardinia.

FAIRWAYS AND SWINFORD LTD. offer a Sketching Tour in Venice (April 2-17); a Tour of Roman Provence (May); two Botanical Tours for flower-lovers in Switzerland and in Slovenia (June); a Tour of Byzantine Monuments in Serbia and Macedonia (July); a Hellenic Tour to Classical and Byzantine sites in Greece and the Greek Islands (August); a Walking Tour in the Norwegian Peer Gynt Country (August); a Tour of the Greek Cities and monuments of Southern Italy (September), and a Tour of Sicily and Tripoli (September-October).

LESLIE LING PRIVATE TOURS LTD. offer holidays in the Harz Mountains (Germany), and in the Holy Land, with 12 nights spent in Jerusalem and 3 days in Beirut.

HAROLD INGHAM LTD. specialises in pilgrimages and educational holidays (summer schools). This is the centenary anniversary at Lourdes, and large numbers of visitors are expected, so it is essential to book early. Among the educational visits there is a new one to Prague University for a study of Gothic and Baroque architecture; also several musicians' tours.

The W.T.A. offers as wide a range of holidays as any travel agent in Britain. They 'll take you on a tour to John o' Groats, or on a coach tour round Czechoslovakia. Their speciality, however, is sketching holidays both at home and abroad.

Behind the Iron Curtain holidays are offered by several firms, but generally without much enthusiasm. The specialist firm in this connection is PROGRESSIVE TOURS LTD. They organise group parties, also in some cases independent travel, to the U.S.S.R., Czechoslovakia, Hungary, Bulgaria, East Germany, Albania, and, for independent travellers only, to Poland and Rumania.

WORLD SPORT AND TRAVEL SERVICE again provide opportunities for various kinds of active open-air holidays, including under-water exploration, sailing, pony trekking, riding, glacier ski-ing, salmon and trout fishing, and gliding. Another firm, CENTAUR TOURS LTD., also have personally conducted riding holidays in Austria.

HORIZON HOLIDAYS LTD. is a firm with strong pioneering instincts. Again this year they have charter flights to Alghero (Sardinia), Ofir (Portugal), and Port-Mahon (Minorca).

Another enterprising organisation is RAMBLERS' ASSOCIATION SERVICES, with their many open-air and active tours, where those who like to walk, climb and canoe can enjoy themselves. They also offer two sailing holidays: along the Dalmatian coast, calling at little islands right off the beaten track; and along the Costa Brava coast and then out to the Balearics, following, to a large extent, a go-as-you-please itinerary. Their companion firm, WINGS LTD., have two novel tours: by air to Vigo, thence by motor-coach to Santiago and down through Portugal as far as Lisbon, calling at such interesting places as Oporto, Coimbra, Batalha, Fatima, Estoril and Nazaré; the second recommendation is by air to Graz (Austria), thence by coach to Rijeka, where you then travel comfortably down the Dalmatian coast as far south as Dubrovnik.

For those who would like to travel in Morocco, I suggest they study the brochure issued by BARBARY TOURS. In it, in addition to such well-known centres like Marrakech, Rabat and Meknes, you find such names as Ouarzazate, Tenerhir, Zagora and Xauen, all names that, as far as I am concerned, cast a magical lure.

At long last a motor road is open to the North Cape, and FOURWAYS TRAVEL LTD. is the first travel agent to organise a coach tour having this romantic spot as its most distant objective. The road journey begins and ends at Bergen.

For those who like climbing holidays in Austria, the Austrian Alpine Club is a recommendation. Its U.K. representatives, F. AND W. INGHAM, have inaugurated a useful hotel service, whereby in Austria, Switzerland and Italy you can get half-pension terms in hotels. In the past, this has been an almost insuperable problem during the High Season in popular resorts.

Two years ago I made a most uncomfortable trip by small steamer along the Göta Canal. The conditions of travel were quite unsuitable for modern travellers. There is now, however, a radical change. The original shipping company has closed down and LINJEBUSS has taken over. In their programme, the duration of the journey has been reduced, and only the more interesting parts of the water trip are made in a luxurious and well-found motor launch. You spend a night in an hotel at Motala, in comfort, and cover the two ends of the itinerary by motor-coach and by express train.

Lastly, although hardly an unusual holiday, some readers might like to make a note of the EN FAMILLE AGENCY, which, as its name suggests, arranges for clients who wish to live in homes abroad.

DIRECTORY

Austrian Alpine Club: U.K. representatives, F. and W. Ingham (see below).
Barbary Tours, Woodlands, Shepherdswell, Dover.
Centaur Tours Ltd., c/o Wakefield Fortune Ltd., 32, Shaftesbury Avenue, W.1.
En Famille Agency Ltd., 20, Buckingham Street, W.C.2.
Erna Low Travel Service Ltd., 47, Old Brompton Road, S.W.7.
Fairways and Swinford Ltd., 18, St. George Street, W.1.
Fourways Travel Ltd. (Marshall and Snelgrove), Oxford Street, W.1.
Horizon Holidays Ltd., 17, Hanover Street, W.1.
F. and W. Ingham, Ltd., 26, Old Bond Street, W.1.
Harold Ingham, 15, St. John's Wood, Harrow, Middlesex.
Leslie Ling's Tours Ltd., 34, Victoria Street, S.W.1.
Linjebuss: U.K. agents, British and Northern Shipping Agency Ltd., Marlow House, Lloyds Avenue, E.C.3.
Progressive Tours Ltd., 100A, Rochester Row, S.W.1.
Ramblers' Association Services, 48, Park Road, N.W.1.
Swans Tours, 260, Tottenham Court Road, W.1.
Wings Ltd., 48, Park Road, N.W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.
W.T.A., Gillingham Street, S.W.1.

SOURCES OF INFORMATION

YOUR travel agent should be able to answer most queries dealing with general matters, such as transportation and accommodation. Then there are the open-air organisations which deal with their specific interests. When in doubt, however, get in touch with the official information offices of the various Continental countries.

Austria	219, Regent Street, W.1.
Belgium	167, Regent Street, W.1.
Denmark	71, Piccadilly, W.1.
Finland	66, Chester Square, S.W.1.
France	178, Piccadilly, W.1.
Germany	6, Vigo Street, W.1.
Greece	34, Hyde Park Square, W.2.
Holland	38, Hyde Park Gate, S.W.7.
Iceland	161, Piccadilly, W.1.
Italy	201, Regent Street, W.1.
Luxembourg	38, Parliament Street, S.W.1.
Morocco	22, Hans Place, S.W.1.
Norway	20, Pall Mall, S.W.1.
Portugal	20, Regent Street, S.W.1.
Spain	70, Jermyn Street, S.W.1.
Sweden	52, Conduit Street, W.1.
Switzerland	458, Strand, W.C.2.
Yugoslavia	143, Regent Street, W.1.

For Andorra, Liechtenstein, Monaco and San Marino, it is necessary to write direct to their respective National Tourist Offices in Andorra-la-Vella, Vaduz, Monte Carlo and San Marino.

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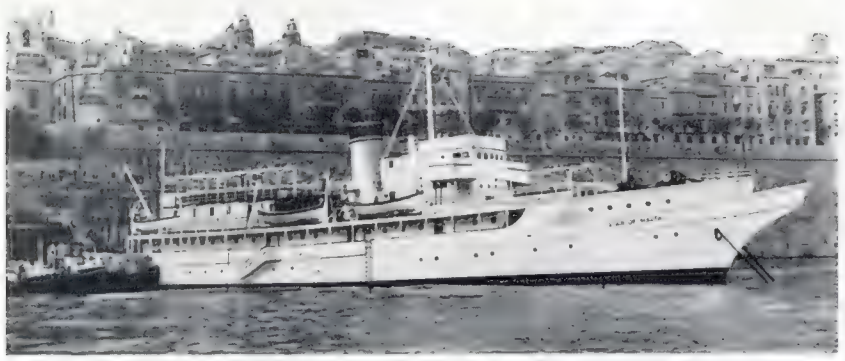

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Full details on request from the General Agents for the United Kingdom:
ITALO-SWISS EXPRESS LIMITED,
90 Shaftesbury Avenue, London, W.1.
Telephone: GERard 9101.

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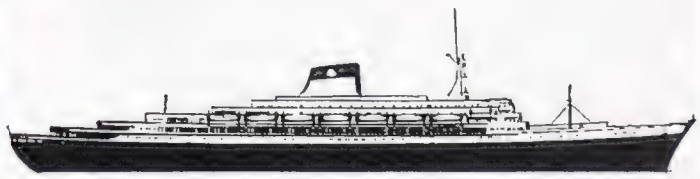

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Write for further particulars of all the attractions:—
Government Information Officer,
10, Malta House, Haymarket, London, S.W.1.
Telephone: TRAfalgar 5033/4
or THE SECRETARY, 62, DEPARTMENT OF INFORMATION AND TOURIST SERVICES, VALLETTA, MALTA

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UPPER BAVARIA

Information and leaflets from your travel agent, the German Tourist Information Bureau, 6, Vigo Street, Regent Street, London W.1, and Fremdenverkehrsverband München-Oberbayern, München 15, Sonnenstr. 24.

GARMISCH-PARTENKIRCHEN Germany's world famous **winter sports centre,** offers from December to Easter a great variety of international sport and social events. Fabulous scenic beauty and modern hospitality will make your holidays an unforgettable winter experience. 6 mountain cable-cars, 14 ski-lifts, snow-cleared promenades, 43 000 sq. ft. ice-rink whose efficient cooling system ensures skating in all weather. Wide choice of hotels. Roulette and Baccara. All-in price from DM 12.– to DM 30.– a day.
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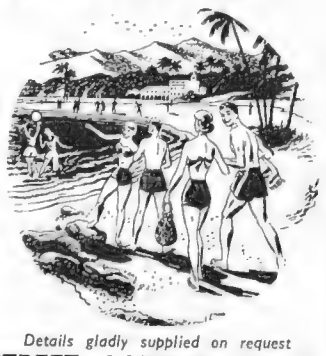

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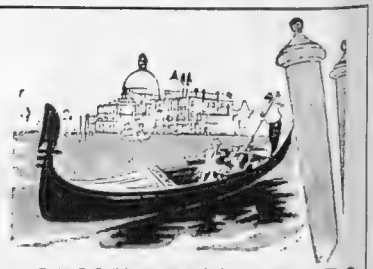

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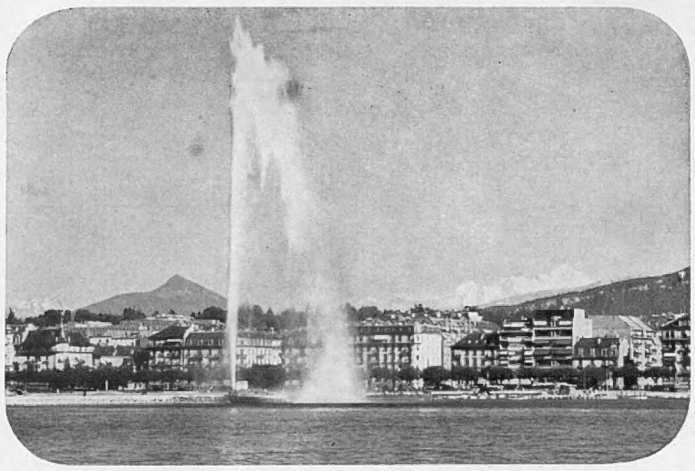

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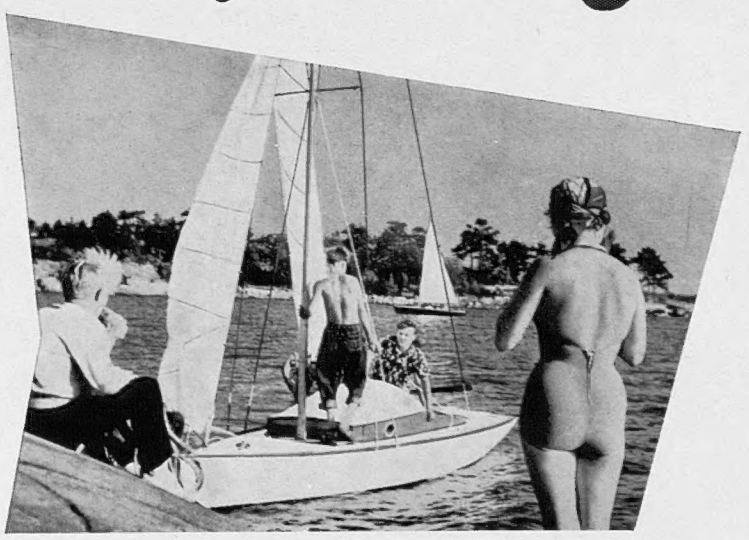

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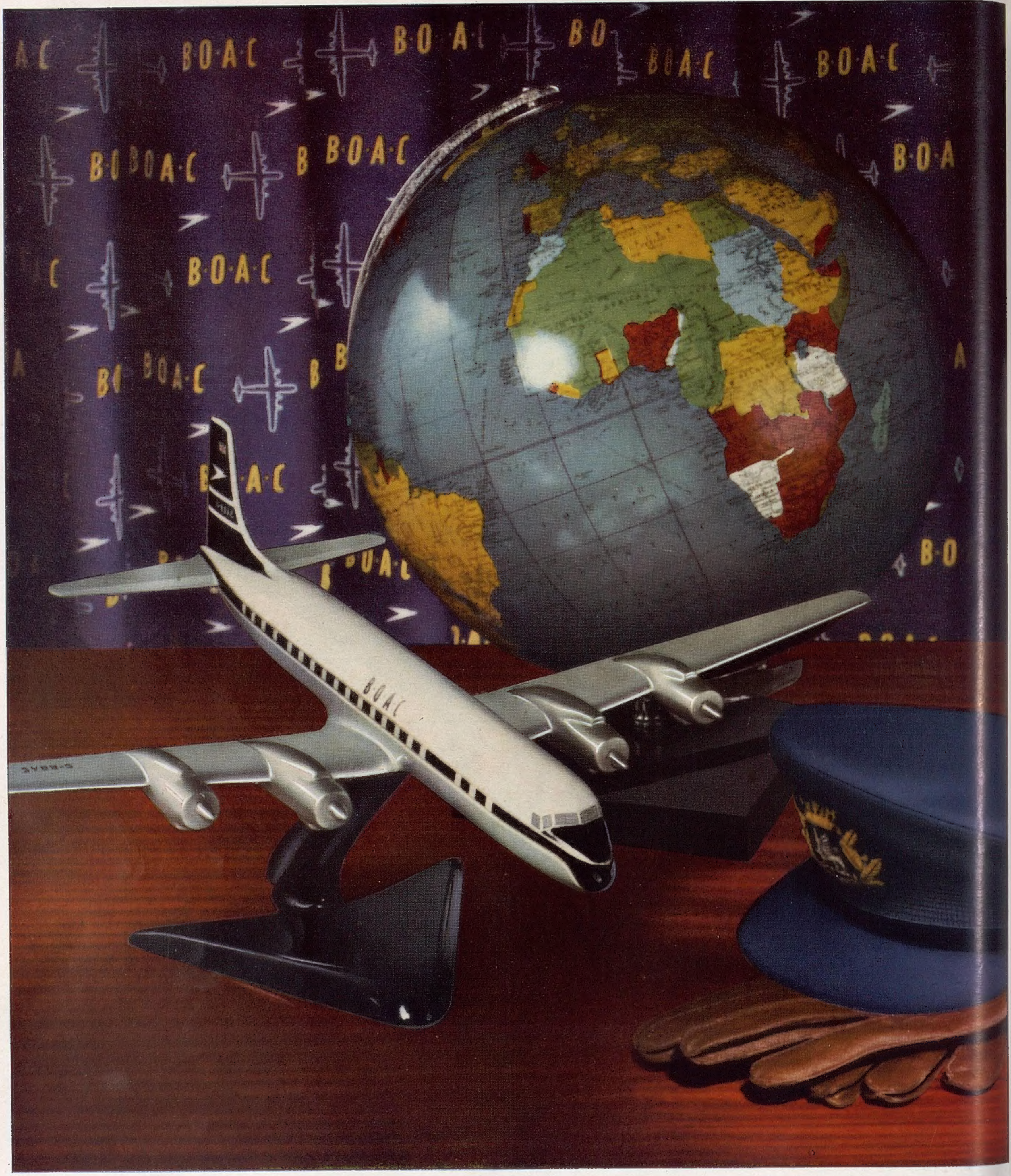

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